



DEPARTMENT OF PUBLIC WORKS
PARKS DIVISION
County of Placer

HEARING DATE: October 22, 2020
ITEM NO.: 5
TIME: 5:00 P.M.

TO: Placer County Planning Commission
FROM: Department of Public Works, Parks Division
DATE: October 7, 2020
SUBJECT: HIDDEN FALLS REGIONAL PARK TRAILS EXPANSION PROJECT
CONDITIONAL USE PERMIT MODIFICATION (PLN19-00187)
FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (SCH# 2007062084)
SUPERVISORIAL DISTRICTS 2 AND 5 (WEYGANDT AND GUSTAFSON)
Continued from the September 24, 2020 Planning Commission Hearing

GENERAL PLAN / COMMUNITY PLAN AREA: Placer County General Plan

GENERAL PLAN DESIGNATION: Agriculture / Timberland 10-160 acre min.

ZONING: F-B-X-10 to 160 (Farm, minimum lot sizes ranging from 10-160 acre min.), with existing HFRP consisting of O (Open Space) and F-B-X-50 acre minimum, PD = 0.2 (Planned Development with 0.2 residential units per acre) zoning

ASSESSOR'S PARCEL NUMBERS: 026-020-002, 026-020-009, 026-020-011, 026-020-012, 026-020-013, 026-061-001, 026-061-003, 026-061-007, 026-061-013-510, 026-061-051, 026-061-055, 026-061-068, 026-061-080, 026-061-081, 026-061-082, 026-061-083, 026-072-045, 026-072-047, 026-072-049, 026-072-050, 026-072-054, 026-072-055, 026-072-056, 026-072-057, 026-072-062, 026-072-063, 026-072-074, 026-072-075, 026-072-076, 026-072-084, 026-072-085, 026-081-001, 026-081-002, 026-081-003, 026-081-004, 026-081-005, 026-081-006, 026-081-007, 026-081-008, 026-081-023, 026-081-040, 026-081-044, 026-081-047, 026-081-048, 026-081-050, 026-081-052, 026-110-001, 026-110-012, 026-110-018, 026-120-028, 026-130-041, 026-301-025, 026-301-029, 026-301-031, 026-301-036, 026-301-037, 026-310-010, 026-310-012, 026-370-019, 026-370-040, 026-370-044, 026-370-053 and 026-370-056.

STAFF PLANNER: Lisa Carnahan, Senior Planner

LOCATION: West of Bell Road, north of Mears Drive and east of Garden Bar Road in West Placer

APPLICANT: Placer County Department of Public Works, Parks Division

PROPOSAL: The Hidden Falls Regional Park (HFRP) Trails Expansion project (Project) is a proposal to expand the HFRP natural-surface, multi-use trail network onto approximately 2,765 additional acres of land connected to HFRP. Approximately 30 miles of trails (including existing and proposed trails) within the expansion areas would be added to the 30+/-miles of currently open trails within the existing HFRP boundary. The proposed project includes 25 additional parking spaces within the existing HFRP parking area as well as three new parking areas spaced throughout the trails expansion area in order to enhance accessibility to the new areas. Other amenities such as bridges, overlooks, picnic benches and tables, restrooms, drinking fountains and equestrian amenities are included with the proposed project.

PUBLIC NOTICES AND REFERRAL FOR COMMENTS

Public notices were mailed to over 6,000 property owners, including property owners of record within 300 feet of the project site, and to all persons and parties that commented on the Notice of Preparation and Draft Subsequent Environmental Impact Report (SEIR). Notices were sent by email to those individuals who had requested information through email. Staff of the Department of Public Works, the Community Development Resource Agency, Environmental Engineering, Environmental Health Services, Flood Control and Water Conservation District, Air Pollution Control District, CalFire, Sheriff's Office, Agricultural Commissioner and all other responsible agencies were transmitted copies of the Notice of Availability of the Final SEIR for review and comment. The Final SEIR was filed with the State Clearinghouse on September 4, 2020 (State Clearinghouse Number 2007062084). Correspondence received subsequent to the circulation of the Final SEIR and subsequent to the writing of this staff report will be provided at the Planning Commission hearing.

SITE CHARACTERISTICS

The Trails Expansion Area has few roads and includes expansive undeveloped lands within the Raccoon Creek and Bear River watersheds. The area is characterized by blue oak woodland and oak-foothill pine woodland. The Proposed Trails Expansion Project Map (Attachment C) shows the boundaries of the Trails Expansion Area properties and the planned alignment of the proposed new trails. The land surrounding the Trails Expansion Area consists of rolling hills and is comprised of primarily private lands used for agriculture, grazing, and rural residences.

Trails Expansion Area lands proposed to support the expanded trails network include the Harvego Bear River Preserve, Taylor Ranch, Kotomyan Preserve, and Outman Preserve all of which are owned in fee by the Placer Land Trust (PLT). The Liberty Ranch property is privately owned; however, the PLT holds a conservation easement on the property and the County has a dedicated trail easement which provides connection between the Taylor/Kotomyan parcels and the Outman Preserve. The County's trail easement on the Liberty Ranch property is limited to a previously surveyed 15-foot-wide corridor, and the trail easement on Taylor Ranch was surveyed along its planned alignment and was recorded as a linear easement. The trail easements on the Harvego Preserve areas are "blanket" in nature and are not limited to a specific corridor.

Taylor Ranch (321 acres) has an existing 3.5-mile loop trail that also connects to a 2.5-mile existing trail loop on the 160-acre Kotomyan Preserve to the west. Liberty Ranch (313 acres) is a cattle ranch currently under Williamson Act contract with no existing trails. The Outman Preserve (80 acres) also has no existing trails. Harvego Preserve (1,773 acres) has a working cattle ranch and an extensive network of existing dirt ranch roads and some trails built by PLT. This parcel connects to the other Trails Expansion Area properties via an existing trail easement. The County-owned Twilight Ride property (50 acres) is located adjacent to Taylor Ranch and is accessed directly off of Bell Road. It is comprised of a 10-acre parcel with a single-family residence and other out-buildings, and a 40-acre parcel with a small barn. The County-owned connectivity parcels and easement areas directly east of the HFRP abut Raccoon Creek and connect the existing HFRP with the Taylor Ranch parcel. The Garden Bar 40 parcel is an undeveloped, County-owned parcel directly off of Garden Bar Road with connecting easements to the existing HFRP.

Existing Land Use and Zoning

The Placer County General Plan land use designations for the Trails Expansion Area are Agriculture 10-acre, 40-acre, and 80-acre minimum lot area and Timberland 10-acre, 40-acre, and 80-acre minimum lot area. Adjacent properties consist of General Plan land use designations of Rural Residential (1-10 acre minimums), and Agriculture/Timberland (10-80 acre minimums). The zoning district applicable to the Trails Expansion Area is Farm, with minimum lot sizes ranging from 10-160 acre minimums. The zoning for the existing HFRP is O (Open Space) and F-B-X-50 PD = 0.2 (Farm, combining minimum Building Site of 50 acres, combining Planned Residential Development of 0.2 dwelling units per acre).

Much of the Trails Expansion Area provides for multiple uses such as protection of wildlife habitat and scenic open space and promotion of agriculture and recreation-related uses in the County. The Taylor Ranch and Kotomyan Preserve contain existing trails which can be experienced by the public through docent-led tours by the PLT. PLT has stated in public meetings that it plans to continue cattle grazing as part of its long-term management strategy for the properties it owns. For the Twilight Ride property, the County intends to continue grazing practices consistent with the annual grazing program that is part of the standard vegetation management operation for the existing HFRP and other County-owned open space parcels in Western Placer County.

BACKGROUND

Hidden Falls Regional Park and the Trails Expansion Area are comprised of parcels that were purchased and/or protected via conservation easements with major funding from the Placer Legacy Open Space and Agricultural Conservation Program (Placer Legacy). Placer Legacy was adopted by the Board of Supervisors in 2000 and implements portions of the open space, recreation and cultural resources, natural resources, and agricultural and forestry resources elements of the Placer County General Plan. Specific implementation measures of Placer Legacy include “Preserve, through a combination of conservation easements and fee title acquisition, large areas of blue oak and interior live oak woodland in the upper Bear River and/or Racoon Creek watersheds” (Measure SG-6), and “Create a large regional park near the south Placer Urban area consistent with adjacent agricultural uses” (Measure LB-9). Beginning in 2003, Placer County entered into eleven separate purchase or conservation easement agreements that comprise the parcels associated with this 3,965-acre Project (with the exception of the Kotomyan Big Hill Preserve that was purchased solely by the Placer Land Trust). Each of the land transactions was publicly noticed and brought before the Board of Supervisors for approval. Transaction documents and noticing included the public recreational intent of the properties. These acquisitions/easements, as well as the existing and proposed development associated with this Project, implement the goals of Placer Legacy.

In January of 2010, the Placer County Planning Commission (Commission) approved a Conditional Use Permit (CUP No. 20090391) and certified an Environmental Impact Report (EIR) (State Clearinghouse No. 2007062084) which added the property formerly known as the Spears Ranch (979 acres) to the 221-acre portion of HFRP already open to the public. The certified FEIR concluded all impacts associated with activities permitted under CUP No. 20090391 could be mitigated to less than significant levels except “Long-Term Changes in Visual Resources Associated with the Improvements to Garden Bar Road,” identified as significant and unavoidable. Implementation of Mitigation Measures 7-1: Revegetate and Restore All Disturbed Areas to Minimize Visual Quality Impacts, and 12-8: Protect Oak Woodland Habitat would reduce this impact; however, this impact would remain significant and unavoidable because no other screening options along Garden Bar Road were available and revegetation of the disturbed areas would not reduce visual impacts in the short-term. Included in the County’s Findings of Fact was a Statement of Overriding Consideration describing the social, economic, and recreational benefits offered to County residents, which were found to outweigh the impacts.

Presently, the County is considering expansion of the HFRP trail network system. The project would increase the regional trail network and would provide new access and parking areas for the public. The approved Conditional Use Permit (CUP No. 20090391) would need to be modified to account for the expansion.

OPEN SPACE AND TRAIL BENEFITS

In 2017, the Parks Division commissioned an online survey of recreational trends and needs in Placer County. The high use and desire for trails and open space was a pronounced response throughout the various survey questions. There were 3,026 responses to the survey. Asked about current participation in various recreation activities, top-10 results included, walking, hiking, enjoying nature, accessing backcountry trails, biking/mountain biking, and dog walking. Lack of parking, lack of trail connectivity, and crowded trails were listed as top deterrents to using County parks, trails, and open space. Respondents stated that they placed a high value on the County parks, trails, and beaches because of

improved health, fitness, and well-being, visual “green spaces”, community economic vitality, encouragement of youth in the outdoors, preserved space for wildlife habitat, having natural places in the outdoors for exploration, controlling development and growth, retaining scenic and historic sites, land stewardship, and quiet enjoyment of nature. Respondents expressed strong support for the County to acquire more natural areas/open space and providing more trails and recreation access in open space. Survey results can be viewed at:

http://placerparksplan.com/wp-content/uploads/2018/04/PC-Parks-Trails-MP_survey170908.pdf

The proposed project meets the desires identified by survey respondents. It increases accessibility and ease of recreation, and addresses the obstacles identified in the survey responses as deterrents to those activities. Specifically, the proposed project will increase trail connectivity and increase parking capacity. In addition, the proposed project improves the quality of life for County residents overall through improved fitness and well-being and retains many scenic areas within the County for the benefit of all.

PROJECT DESCRIPTION (FULL BUILD-OUT AS ANALYZED IN FINAL SEIR)

The project is a proposal to expand the HFRP natural-surface, multi-use trail network onto approximately 2,765 additional acres of land owned or held in conservation easements by PLT where the County holds trail easement rights, or onto property owned by the County or where the County owns easements.

The expanded trail network would link the existing HFRP to the Bear River, creating a network of more than 60 miles of multi-use trails. The expanded trails network would connect Taylor Ranch to existing trails in HFRP via the connectivity properties purchased by the County east of HFRP (Haddad and Campbell properties) and easements acquired (Loudon property). Additional easements through Liberty Ranch and the Outman Preserve connect the Taylor Ranch and Kotomyan Preserve to future and existing trails and ranch roads within the Harvego Preserve. A new parking area proposed for the Twilight Ride property would allow public access directly off of Bell Road and would provide an intermediate parking area located between the existing parking area on Mears Place, and the most northerly parking area proposed for the Harvego Preserve. A parking area is also proposed for the County-owned Garden Bar 40 parcel directly adjacent to Garden Bar Road.

As described in the Draft SEIR, full build-out of the project would include the following components:

- ▶ Expands the HFRP trails network from 30 miles to approximately 60 miles through the addition of existing trails and construction of new trails within the lands owned or held in conservation easements by the PLT, or on lands owned by Placer County, or where the County holds trail easements.
- ▶ Provides three new points of access to the expanded trail network system, with parking areas supported by trailhead amenities, including restrooms and picnic areas. New points of parking and access are proposed at Harvego Bear River Preserve off Curtola Ranch Road for access to the northern areas of the expanded trail network, on the Twilight Ride property off of Bell Road to provide access midway through the Trails Expansion Area, as well as the parking area on the Garden Bar 40 parcel for access to the western end (See Attachment C). Also changes the location of the parking area off of Garden Bar Road from the previously-approved area on the west side of HFRP to the newly acquired Garden Bar 40 parcel.
- ▶ At full build-out, provides a total of 297 new automobile spaces and 68 equestrian spaces. These spaces would be allocated to four different parking areas, consisting of an additional 25 automobile overflow parking spots at the existing HFRP Mears Place entrance (bringing the total at Mears to 130 automobile and 12 equestrian spaces), 120 automobile and 10 equestrian parking spaces at Harvego Bear River Preserve, 102 automobile and 38 equestrian parking spaces at Twilight Ride site, and the previously-approved Garden Bar area parking allowance of 50 automobile and 20 equestrian spaces. The Garden Bar parking area approved in 2010, which was located within the existing HFRP, would

be constructed in the recently-purchased Garden Bar 40 parcel, west of HFRP, and Phase 1 parking improvements would be divided into three sub-phases. The parking for the four parking areas would be phased in the following manner:

Parking Area	Phase	Auto Parking Spaces Added	Equestrian Parking Spaces Added	Permitted Use	Corresponding Improvements
Garden Bar 40	1A	30	0	<ul style="list-style-type: none"> Only weekend, holidays, high use days Reservation required Spaces can only be used once/day 	<ul style="list-style-type: none"> Paved parking area and ADA parking area Improved signage on Garden Bar Road (GB Rd) 12,000-gallon water tank with hydrant Portable toilets
	1B	0	0	<ul style="list-style-type: none"> Public access allowed on daily basis Reservation required 7 days/week Parking spaces can turn over more than once/day Special events can occur, but total # parking spaces cannot exceed 30 	<ul style="list-style-type: none"> Pull-outs along GB Rd
	1C	Varies	0	<ul style="list-style-type: none"> Informal overflow areas for 200-person event in addition to 30 reservation-based spaces. Limited to 6 Special Events/year. 	<ul style="list-style-type: none"> Special Event Use Permit required Permanent restrooms Well
	2	20	0	<ul style="list-style-type: none"> Use of existing ranch house area for educational and/or meeting purposes 	<ul style="list-style-type: none"> Provide additional paved parking area Widen GB Rd from Mt. Pleasant Road to entrance to 18 feet hard surfacing w/ 2' shoulders where feasible Improve vertical curves on GB Rd Signage and striping along GB Rd

	3	0	20		<ul style="list-style-type: none"> Gravel equestrian parking area Widen GB Rd to 20' hard surfacing w/ 2' shoulders where feasible Improve horizontal curves on GB Rd
Total GB 40		50	20		
Harvego (Curtola Ranch Road)	1	18	0	<ul style="list-style-type: none"> Docent-led tours only, 7 days/ week; 1 tour / day 	<ul style="list-style-type: none"> Gravel parking w/paved ADA space Portable toilet
	2	0	0	<ul style="list-style-type: none"> Open public use allowed (not restricted to docent-led) 2-way travel allowed on Curtola Ranch Road 7 days/week Reservation-based only 7-days per week 	<ul style="list-style-type: none"> Hard surfacing of Curtola Ranch Road (CR Rd) and parking area Pull-outs to facilitate passage along CR Rd Entry gate and/or Ranger booth Exclusionary fencing and/or bollards and gates as needed along CR Rd
	3	102		<ul style="list-style-type: none"> Reservation required only on weekends, holidays and other peak usage days 	<ul style="list-style-type: none"> Widening of CR Rd to 20 (with exception of dam area) Construct additional parking area Hard surfacing of parking area Vehicular creek crossing and connection to trail system Permanent restroom and septic system or vault Well Exclusionary fencing around parking area Helicopter landing zone 12,000-gallon water tank w/ hydrant
	4		10	<ul style="list-style-type: none"> No changes from Ph 3 	<ul style="list-style-type: none"> Gravel equestrian parking area Hitching posts, mounting blocks and watering troughs
Total Harvego		120	10		

Twilight Ride	1	54	20	<ul style="list-style-type: none"> • Open public use allowed 7 days/week • Reservation required only on weekends, holidays and peak usage days 	<ul style="list-style-type: none"> • Entry gate and/or ranger booth • Entry road improvements • Hard surfacing of auto parking area and gravel area for equestrians • Hard surfacing of entry road • Permanent restroom • Well • Helicopter landing zone • 12,000 gallon water tank with hydrant • Mitigation Measure: Light Rescue Vehicle
	2	48	18	<ul style="list-style-type: none"> • No changes from Ph 1 	<ul style="list-style-type: none"> • Mitigation Measure: Construct left-hand turn lane from Bell
Total Twilight Ride		102	38		
Mears Total	1	25	0	<ul style="list-style-type: none"> • Same as existing HFRP 	<ul style="list-style-type: none"> • Gravel overflow parking area
Full Build-out		297	68		

- ▶ Constructs two additional bridges over Raccoon Creek and one major culvert crossing over a tributary to Raccoon Creek between the existing HFRP trail network and Taylor Ranch.
- ▶ Constructs supporting facilities including restroom facilities, water wells, stream crossings, viewing platforms, picnic areas, benches, signage, drinking fountains, animal proof trash/recycle receptacles, fire suppression facilities, emergency/maintenance access roads, equestrian facilities, fencing.
- ▶ Allowed uses within the County-owned portions or where the County has easements would include recreational uses, grazing, agriculture, nature/cultural education, organized events (i.e. cross country track meets, docent led tours), film & theater production, hunting and fishing (fishing according to CA Dept. of Fish and Wildlife Freshwater Fishing Regulations, depredation hunting by County/federal wildlife specialists).
- ▶ Management means and methods including hours of operation, use of reservation system, operation of public water supply permit(s) and Transient Non-community Water System permit(s), regulatory compliance.
- ▶ Identifies and clarifies the type and size of events (Garden Bar entrance) and facilities allowed within the existing HFRP and expansion area.

REDUCED PROJECT (STAFF RECOMMENDATION)

The SEIR analyzed full build-out of the Project, as well as three Alternatives, which all provided various versions of a smaller project. After review of the extensive public comments on this project, and upon

reviewing the analysis of the Curtola Ranch Road use, the Parks Division is recommending a “Reduced Project”, which is a reduction beyond Alternative 2.

The Final SEIR section included later in this report discusses the three Alternatives covered within the SEIR. For reference, Alternative 2 assumes 30 miles of proposed natural-surface trails, 2 bridge crossings over Raccoon Creek, and stream crossings would be constructed over time as described under the proposed Project. Alternative 2 would also provide 25 additional vehicle parking spaces at the existing Mears Place park entry, 30 automobile parking spaces at the Garden Bar entrance (along with the improvements associated with Phase 1A, 1B and 1C of the new Garden Bar parking area), and 54 automobile and 20 equestrian parking spaces, along with other corresponding improvements associated with Phase 1 of the Twilight Ride parking area. Alternative 2 would also include Phases 1 and 2 at the Harvego Preserve, which would allow for docent-led tours 7 days/week in Phase 1 and general public use of the 18 parking spots 7 days/week in Phase 2.

The parking areas for the “Reduced Project” would consist of the following:

- Garden Bar 40 – Phases 1A and 1C – 25 total permanent automobile parking spaces and a separate 5 space ADA parking lot for use on weekends, holidays, and peak days, and allowance for 6 Special Events per year
- Mears – Existing parking plus 25 new overflow spaces
- Twilight Ride – Phase 1 (54 auto/20 equestrian parking spaces)
- Harvego Preserve – Only PLT docent-led tours, max 12/year as currently allowed (18 existing parking spaces, no new parking development or amenities associated with the parking area)
- Trails, bridges, and other amenities outside of parking areas would remain unchanged from the SEIR Project Description

A comparison of Alternative 2 and the Reduced Project are included in the Table below.

Alternative 2	Reduced Project
Reduces parking from full build-out by about 60%	Reduces parking from full build-out by about 60%
Allows for docent-led tours on a daily basis in Phase 1, and general public access 7 days/week in Phase 2	Further limits use of parking area at Harvego Preserve to only what is allowed today (12 docent-led tours per year)
Includes Phases 1A, 1B and 1C of Garden Bar 40 parking area	Eliminates Phase 1B from the Garden Bar 40 parking improvements (thereby limiting access to only weekends, holidays and other peak use days)
Changes to Curtola Ranch Road	No changes to Curtola Ranch Road
Eliminates the Significant and Unavoidable Visual Impact to Garden Bar Road	Eliminates the Significant and Unavoidable Visual Impact to Garden Bar Road
	Further lessens VMT from Alternative 2 due to the decreased visitation allowed through the Harvego Preserve parking area on Curtola Ranch Road and at the Garden Bar 40 parking area

Access to the Harvego Preserve area by pedestrians, equestrians, and bicyclists originating from the other Trails Expansion Area designated parking areas outside of the Harvego Preserve (i.e. the Twilight Ride parking area) would be allowed 7-days per week, but only with a backcountry access permit administered by the Placer County Department of Public Works, Parks Division. The other amenities noted with Alternative 2 for the Garden Bar Road, Twilight Ride and Mears Place parking areas would remain the same. Staff has prepared Draft Conditions of Approval to coincide with this recommendation from the Parks Division.

CONDITIONAL USE PERMIT MODIFICATION

The existing Conditional Use Permit (CUP No. 20090391) covers the operation and management of the existing HFRP, including hours of operation, permissible uses, and amenities provided. A Conditional Use Permit (CUP) Modification is being requested to cover both the existing HFRP area and the proposed changes with the proposed Reduced Project (Recommended). The amended CUP would cover the allowed uses in the different areas (i.e. group camping is currently allowed within a specific area of the existing HFRP boundary, but would not be allowed within any of the new areas and the inclusion of a “back country access permit” for the northern portions of the Trails Expansion area). In addition, the CUP Modification would include management means and methods including hours of operation, use of reservation system, operation of public water supply permit(s) and Transient Non-community Water System permit(s), as well as regulatory compliance. Draft Conditions of Approval for the CUP Modification are included as Attachment E.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE

The Final SEIR was prepared for the HFRP Trails Expansion Project pursuant to CEQA and the County’s Environmental Review Ordinance. The County originally issued a Notice of Preparation (NOP) for the proposed Project on January 31, 2017. A public Scoping Meeting was held on February 21, 2017 to inform interested parties about the proposed project and to provide agencies and the public with an opportunity to provide comments on the scope and content of the SEIR. Subsequent to the release of the January 2017 NOP, the County approved the terms of a Purchase and Sale Agreement for the Twilight Ride property. A Revised NOP was therefore issued on June 4, 2018 in order to include the Twilight Ride property within the project description. A second Scoping Meeting was conducted on June 14, 2018.

After the close of the NOP public comment period, staff and the SEIR consultants began preparation of the Draft SEIR. A Notice of Availability (NOA) for the Draft SEIR was issued by Placer County on February 20, 2020 for an extended 90-day period that ended on May 20, 2020. The NOA was sent to the California State Clearinghouse, federal, state, and local agencies, and over 6,000 members of the public. The Draft SEIR was made available online at the County’s website, at the Community Development Resource Agency building, Auburn Library, City of Lincoln Public Library (485 Twelve Bridges Drive), and the County Clerk’s Office. During the public comment period, a Planning Commission meeting was held on May 14, 2020 to accept public comments. The County received over 500 public comment letters on the Draft SEIR during the public review period.

On September 4, 2020 the County released the Final EIR, which includes responses to comments received on the Draft SEIR. The Draft SEIR and the Final SEIR together constitute the Final SEIR for the Hidden Falls Regional Park Trails Expansion Project. The Planning Commission will be asked to consider and make a recommendation to the Board of Supervisors on the Conditional Use Permit Modification for the Hidden Falls Regional Park Trails Expansion Project, as well as the Final SEIR, Errata to the Final SEIR, Findings of Fact and a Statement of Overriding Considerations, and the Mitigation Monitoring Reporting Program for the Project.

Draft Subsequent Environmental Impact Report (Draft SEIR)

Section 15126 of California Environmental Quality Act Guidelines requires that all aspects of a project be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. CEQA Guidelines Section 15355 defines cumulative impact as “two or more individual effects which, when considered together, are considerable.” Chapter 18 includes an evaluation of the Project’s contribution toward cumulative impacts for each environmental topic evaluated in Chapters 4 through 16 of the Draft SEIR, as well as discussions of the Project’s significant irreversible environmental changes, significant environmental effects which cannot be avoided, and growth-inducing impacts.

The Draft SEIR determined that impacts to the environmental areas listed below are less than significant and no mitigation measures are required:

- Greenhouse Gases and Energy
- Land Use

The Draft SEIR identified potentially significant Project impacts to the environmental resource areas listed below. With the exception of Transportation and Circulation, which would have one impact which remains significant and unavoidable, these Project impacts would be reduced to less than significant levels with implementation of mitigation measures identified in the Draft SEIR. A summary of the impacts and recommended mitigation measures can be found in Chapter 2, Executive Summary of the Draft SEIR.

- Air Quality (Chapter 9, Impact 9-3)
- Biological Resources (Chapter 12, Impacts 12-1, 12-2, 12-3, 12-4, 12-5, 12-6, 12-8 and 12-9)
- Cultural Resources (Chapter 6, Impacts 6-1, 6-2, 6-3 and 6-4)
- Geology, Soils and Seismicity (Chapter 5, Impacts 5-1, 5-2 and 5-3)
- Hazardous Materials and Hazards (Chapter 14, Impacts 14-2 and 14-4)
- Hydrology and Water Quality (Chapter 11, Impacts 11-1, 11-2, 11-3 and 11-4)
- Noise (Chapter 10, Impact 10-3)
- Public Services and Utilities (Chapter 13, Impacts 13-3 and 13-4)
- Transportation and Circulation (Chapter 8, Impacts 8-4 and 8-5)
- Wildfire (Chapter 16, Impact 16-1)

Final SEIR

County staff and the SEIR consultant reviewed all comments received on the Draft SEIR. Comments were analyzed to determine if any of the commenters raised new issues that were not considered in the Draft SEIR analysis, or if comments revealed deficiencies in the Draft SEIR analysis that would require the addition of substantial new information not previously included in the Draft SEIR or that would cause the significance of an impact conclusion to become more severe. The majority of comments received were from private citizens, and focused on specific resource impacts such as traffic, wildfire and evacuation, land use (agriculture and land use compatibility), public services, requests to cancel the public meeting held on May 14, 2020 due to the virtual setting for the meeting, as well as non-environmental comments expressing an opinion about the project or its merits.

Minor modifications to the Draft SEIR text were made in response to comments, as shown in Section 3.0 of the Final SEIR. The Revisions to the Draft SEIR text chapter presents minor corrections, additions, and revisions made to the Draft SEIR initiated by the Lead Agency (Placer County) based on comments received during the public review period by reviewing agencies and/or the public.

The changes do not alter the analysis or conclusions within the Draft SEIR. The changes represent minor clarifications/amplifications of the analysis contained in the Draft SEIR and do not constitute significant new information that, in accordance with CEQA Guidelines, Section 15088.5, would trigger the need to recirculate portions or all of the Draft SEIR.

The Final SEIR is included with this staff report (under separate cover) and must be found adequate to satisfy the requirements of CEQA prior to action on the proposed Reduced Project. Recommended findings are included at the conclusion of this report. CEQA recognizes and authorizes the approval of projects where not all adverse impacts can be fully lessened or avoided. Two impacts remain significant and unavoidable under the Reduced Project. Accordingly, a Statement of Overriding Consideration has been prepared (Attachment D, Exhibit C). The Planning Commission will recommend to the Board of Supervisors their opinion as to whether the Final SEIR should be certified.

In the Reduced Project, the following two significant and unavoidable impacts have no feasible mitigation to reduce the significance level:

- Transportation and Circulation - Conflict with CEQA Guidelines Section 15064.3 subdivision (b). The proposed Project results in an increase in Vehicle Miles Traveled (VMT). Since no threshold was established by the County at the time the Final SEIR was published, and the proposed Project is inconsistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), the increase in VMT is considered significant. Due to the rural nature of the Project, the only feasible mitigation measure to reduce VMT is the parking reservation system which is included as a Project feature in the Project description employed for weekends, holidays, and other peak visitation days. Although the parking reservation system limits VMT and encourages carpooling, the increase in VMT remains significant and unavoidable.
- Cumulative Impacts - Conflict with CEQA Guidelines Section 15064.3 subdivision (b) - Cumulative Plus Project Conditions. The proposed Project will continue to generate VMT under cumulative plus Project conditions and since no threshold has been established by the County and the Project is inconsistent with the MTP/SCS, the increase in VMT is a cumulatively considerable impact. Due to the rural nature of the Project, the only feasible mitigation measure to reduce VMT is the parking reservation system which is included in the Project description and employed for weekends, holidays, and other peak visitation days. Although the parking reservation system limits VMT and encourages carpooling, the increase in VMT remains significant and unavoidable.

Errata to Final SEIR

An Errata to the Final SEIR (Attachment D; Exhibit E) was prepared to explain modifications to mitigation measures and impacts that would result if the proposed Reduced Project is approved. Namely, since the Reduced Project would include construction of Phase 1 only at the Twilight Ride parking area, there would be reduced vehicle travel to the Twilight Ride parking area that would eliminate the need for a left turn lane at the access to Twilight Ride (Mitigation Measure S8-5). In addition, since the Reduced Project would not include roadway and parking improvements in the Curtola Ranch Road/Harvego Preserve area, the potential for an impact to various species, including the California Red-Legged Frog, would be reduced, and impacts to visual resources due to tree removal in that area would also be lowered. With respect to planned improvements to Garden Bar Road, the Reduced Project would eliminate Phases 2 and 3 of the Garden Bar parking area, which when viewed collectively with the reduced visual impact on Curtola Ranch Road, would reduce the significant-and-unavoidable visual impact (Impact 7-3) to a less-than-significant level.

ALTERNATIVES

The California Environmental Quality Act requires that an SEIR analyze a reasonable range of feasible alternatives that meet most or all Project objectives while reducing the magnitude of or avoiding one or more significant environmental effects of the Project. In determining what alternatives should be considered in the SEIR, it is important to consider the objectives of the Project, the Project's significant effects, unique Project considerations, and the feasibility of proposed alternatives.

The following three Project alternatives were considered in Chapter 18 of the DRAFT SEIR:

Alternative 1: No Project / No Build Alternative

The County evaluated a No Project (No Build) Alternative, which assumes that the proposed Project properties would remain in their current condition and would not be developed. As described in the DRAFT SEIR, the Trails Expansion area has few roads and includes expansive, undeveloped lands characterized by blue oak woodlands and oak-foothill pine woodlands. This Alternative would not meet any of the Project objectives with regards to recreation.

Alternative 2: Reduced Overall Access

Alternative 2 would reduce the total number of new automobile parking spaces to 127 and the equestrian parking spaces to 20, versus 297 automobile and 68 equestrian spaces proposed at full buildout; this equates to about a 60 percent reduction in total parking spaces from full build-out of the project. Alternative 2 would not implement full buildout of the parking area, trailhead amenities and sanitation improvements planned for the entrances at Garden Bar Road, Harvego Preserve, and Twilight Ride. Instead, it would include the construction of only certain phases of each parking area. Alternative 2 assumes 30 miles of proposed natural-surface trails, 2 bridge crossings over Raccoon Creek, and stream crossings would be constructed over time as described under the proposed Project. Alternative 2 would also provide 25 additional vehicle parking spaces at the existing Mears Place park entry, 30 automobile parking spaces at the Garden Bar entrance (along with the improvements associated with Phase 1A, 1B, and 1C of the new Garden Bar parking area), 18 automobile parking spaces at the Harvego Preserve parking area (in addition to other Phase 1 and 2 improvements), and 54 automobile and 20 equestrian parking spaces, along with other corresponding improvements associated with Phase 1 of the Twilight Ride parking area. This Alternative would potentially reduce the significant and unavoidable impacts associated with VMT but not to a less than significant level. The significant unavoidable impact to visual resources created by the Garden Bar Road improvements would be eliminated.

While Alternative 2 would eliminate the Significant and Unavoidable impact with regard to Visual Resources, and would reduce the other Significant and Unavoidable Project impacts, Alternative 2 would not provide the same level of benefit to the community offered by the Project because it substantially reduces the number of people that can visit the Trails Expansion area and reduces the number of water tanks and helipads for use in fighting wildfires. Also, Alternative 2 would not provide any equestrian facilities at either the Garden Bar or Harvego Preserve entrances, and no permanent restroom would be provided at the Harvego Preserve.

Alternative 3: Reduced Access – Garden Bar Road Only

Alternative 3 would construct all the Project improvements except at the Garden Bar Road entrance, where only Phase 1A, Phase 1B, and Phase 1C of the improvements would take place. Alternative 3 would reduce the parking count at this entrance by 40 spaces, as it would eliminate Phases 2 and 3. Under Alternative 3, improvements include 30 miles of new native-surface trail system, two bridges crossing Raccoon Creek, access roads, parking lots accommodating a combined total of 325 new spaces (277 automobile and 48 equestrian trailer spaces), and three new trailheads accessing the trail system (supported with amenities such as picnic benches and tables, restrooms, and potable water). All phases of the proposed Twilight Ride and Harvego Preserve trailheads as well as the additional 25 parking spaces at the Mears Place entrance would be allowed. Access would remain controlled by the reservation system 7 days a week at the Garden Bar Road entrance.

While Alternative 3 would eliminate the Significant and Unavoidable impact with regard to Visual Resources, and would minimally reduce the other Significant and Unavoidable Project impacts, Alternative 3 would not provide the same level of benefit to the community offered by the Project because it reduces the number of parking spaces at the Garden Bar entrance and would not provide any equestrian facilities at the Garden Bar entrance.

Environmentally Superior Alternative

CEQA requires that an environmentally superior alternative be identified. Generally, the environmentally superior alternative is the alternative that would cause the least damage to the biological and physical environment. Since implementation of the No Project Alternative would result in fewer adverse environmental effects than would occur under the proposed Project and other alternatives, Alternative 1 - No Project/No Build would be considered the environmentally superior alternative. However, the No Project Alternative would not achieve any of the Project objectives.

As required by CEQA, when the No Project Alternative is the environmentally superior alternative, the environmentally superior alternative among the other ones must be identified. Both the Reduced Overall Access (Alternative 2) and the Reduced Access – Garden Bar Road Only (Alternative 3) would result in fewer impacts than the proposed Project. However Alternative 2, which reduces the overall number of proposed parking spaces by about 60%, has less impacts than Alternative 3, which reduces the overall number of proposed parking spaces by about 10%.

Because fewer vehicle trips would be generated by the Reduced Overall Access Alternative, the intensity of traffic-related impacts would be reduced compared to the proposed Project, but the impact due to an increase in the Vehicle Miles Traveled would remain Significant and Unavoidable.

As can be seen in the comparison table below, Alternative 2 has less severity of impacts in eight environmental categories when compared to Alternative 3. Therefore, Alternative 2, the Reduced Overall Access, would be considered the environmentally superior alternative to the proposed Project.

Comparison of Environmental Impacts for Project Alternatives

Environmental Topic	No Project Alternative	Alternative 2 Reduced Overall Access	Alternative 3 Reduced Access: Only Garden Bar Road
Land Use and Agricultural Resources	None	Similar	Similar
Biological Resources	None	Less	Less
Cultural Resources and Tribal Cultural Resources	None	Less	Slightly Less
Visual Resources	None	Significantly Less	Significantly Less
Transportation and Circulation	None	Slightly Less	Slightly Less
Air Quality	None	Less	Slightly Less
Noise	None	Less	Slightly Less
Soils, Geology, Seismicity and Mineral Resources	None	Less	Slightly Less
Hydrology and Water Quality	None	Less	Slightly Less
Public Services and Utilities	None	Less	Slightly Less
Hazardous Materials and Hazards	None	Slightly Less	Slightly Less
Greenhouse Gas Emissions	None	Less	Slightly Less
Wildfire	None	Less	Slightly Less
Total Slightly Less:		2	10
Total Less:		9	1
Total Significantly Less:		1	1
Total Greater:	0	0	0
Total Similar:	0	1	1
<p><i>Note: No Impact = "None;" Slightly Less than Proposed Project = "Slightly Less"; Less than Proposed Project = "Less;" Significantly Less than Proposed Project = "Significantly Less"; Similar to Proposed Project = "Similar;" and Greater than Proposed Project = "Greater."</i></p> <p><i>* Significant and Unavoidable Traffic impacts due to an increase in Vehicle Miles Traveled determined for the proposed Project would still be expected to occur under Alternatives 2 and 3.</i></p>			

DISCUSSION OF ISSUES

General Plan Consistency

Prior to approval, the decision-making body must make the determination that the Trails Expansion Project is consistent with the goals and policies listed within the Placer County General Plan (General

Plan). A project need not be fully consistent with every individual goal and policy but must be found to be consistent with all of the principal policies and goals of the General Plan. The Reduced Project would be consistent with the applicable policies and goals of the Placer County General Plan. A discussion of the primary goals and policies related to recreational facilities is included below:

- *Goal 5.A: To develop and maintain a system of conveniently located, properly-designed parks and recreational facilities to serve the needs of present and future residents, employees, and visitors.*

The need for more multi-use trails has been a constant theme from the residents within Placer County, as heard through MAC meetings, user group meetings, and from the countywide survey conducted through the Draft Parks and Trails Master Plan process. The proposed Reduced Project would provide the general public with 30 miles of additional trails, accompanied with three new access points for the different areas of the trail system.

- *Policy 5.A.11. Regional and local recreation facilities should reflect the character of the area and the existing and anticipated demand for such facilities.*

The proposed Reduced Project would provide approximately 2,765 acres of permanently protected open space land, complete with oak woodlands and riparian areas, that together would maintain the natural character of the area in perpetuity. Cattle grazing would remain within these areas, and would continue the agricultural history of the area, as well as provide a meaningful way to manage vegetation growth. The types of uses proposed for the natural-surface trails (hiking, biking and horse-back riding), along with rustic quality of amenities proposed would be similar to those existing within HFRP and would reflect the rural character of the area. The 30 miles of trails, added to what has been developed with HFRP, would help meet the existing and anticipated demand for these types of facilities.

- *Policy 5.A.12. The County shall encourage recreational development that complements the natural features of the area, including the topography, waterways, vegetation, and soil characteristics.*

The proposed Reduced Project would carefully weave natural-surface trails throughout the 2,765 acres of studded oak woodlands and riparian areas and would provide vista viewpoints which highlight the beauty of the surrounding area.

- *Policy 5.C.1. The County shall support development of a countywide trail system designed to achieve the following objectives:*

c. *Provide access to recreation areas, major waterways, and vista points.* The proposed Reduced Project would provide access to two different watersheds that include Raccoon Creek and the Bear River and would provide multiple vista points with views of the Sierra Nevada Mountains and surrounding foothill beauty.

d. *Provide for multiple uses (i.e., pedestrian, equestrian, bicycle).* Multi-use, natural-surface trails are proposed with this Project.

h. *Protect sensitive open space and natural resources.* The lands within the proposed Reduced Project owned by the Placer Land Trust are permanently protected under Conservation Easements. All proposed trails would be constructed to preserve and respect natural and cultural resources.

A further discussion of other General Plan goals and policies is included as Attachment F.

Agriculture

There has been a concern from the local community that this project would change the zoning of the project site. According to the County's Zoning Ordinance, which governs land uses within Placer County, Farm zoning allows for recreation uses including parks and rural recreation (with approval of a use permit), so no change to the zoning is required as a condition of this Project. Several comments raised concerns that the proposed Project would conflict with the parcels under Williamson Act contracts. The Project would support rural recreation uses, which are compatible with activities on land under a Williamson Act contract.

Other commenters expressed concerns about perceived conflicts with existing cattle grazing on the expansion properties. PLT has stated their intent to continue cattle grazing on the properties they own as a part of their land management plan, and will coordinate with the County and owners of grazing leases on effective management tools to integrate public use of the areas with cattle grazing. Until 2013, when the cattle grazing lease ran out at the existing Hidden Falls park, there had been active cattle grazing on the land. The County Parks Division is working to re-establish a cattle grazing contract for the HFRP, utilizing pertinent experience from similar organizations like the East Bay Regional Park system, which has effectively managed rural recreation and cattle grazing operations for many years. Grazing leases will be structured to anticipate public access as well as the habitat/fuels reduction goals of the County so that prospective grazers can base their proposals and pricing accordingly. Currently, annual goat grazing is conducted in order to maintain the 120 acres of shaded fuel breaks and buffer zones around the parking area at Mears Place. The County initiated goat/sheep grazing on the Twilight Ride property beginning in August of 2020. With the continuation of cattle grazing planned for the majority of the expansion area, the proposed project was found to be consistent with existing and adjacent land uses and the agricultural culture of the immediate area.

Wildfire and Evacuation

Overall, the Project will improve access to the Project area by constructing new emergency/maintenance roadways, trails, and bridge crossings over Raccoon Creek where they do not presently exist. With inclusion of the Project improvements (additional helicopter landing zones, water tanks, and emergency access roads and bridges, as well as a proportional increase in ranger staff to attend to minor medical service calls proposed as part of the Project description), as well as the addition of Mitigation Measure S13-1 to provide a new Light Rescue Vehicle (LRV), emergency responders will have better access to the Trail Expansion areas than is available today.

The Light Rescue Vehicle would be purchased for Placer County Fire Department/CAL FIRE to assist with medical calls not only within HFRP and the Trail Expansion areas, but also within the greater North Auburn/Ophir areas served by the Placer County Fire Department/CAL FIRE, and therefore would be a benefit to the local community. Additionally, the County's contracted ranger services would be proportionately increased with the increase in the trails network in order to assist with minor emergency service calls that do not require the attention of trained Emergency Medical Services staff.

Beginning July 1, 2020, the County began a new program to close the existing HFRP to public access during specific days of extreme fire weather during the dry season of the year (Closure Program). Criteria for the closures will generally follow the issuance of notifications for "red-flag" and "excessive heat" warnings by the National Weather Service (NWS). Since beginning this new program in July, the County has closed HFRP for several days at a time on three separate occasions. While closures will generally be consistent with red flag and excessive heat days, County staff will have discretion over final closure determination in consultation with CAL FIRE/Placer County Fire personnel. An example of an instance where discretion may be exercised aside from NWS warnings would be the determination to extend a closure past a duration of red flag days in a case where firefighting resources are stretched in response to ongoing regional fires. The County intends to operate this Closure Program in both the existing HFRP and the HFRP Trails Expansion Area as a standard part of Parks' operations.

Many commenters expressed concerns regarding evacuations if there is a wildfire. Due to the size of the proposed Project and the variability in nature and movement of potential fire events, it is impractical to produce an evacuation plan that identifies specific gathering spots or prescriptions for egress. Rather, CAL FIRE/Placer County Fire Department has stated that incident commanders evaluate each event and determine evacuation routes given the characteristics of fire spread in that instance. With that said, the County has included a Draft map of emergency egress routes for the HFRP Trails Expansion Project area with the Final SEIR. The existing and proposed parking areas each have multiple egress options in emergency situations. Egress routes include service roads within the existing HFRP and HFRP Trails Expansion properties, and ranch roads that cross private property to reach the public road system. It is important to note that routes across private property and the interior of the County Properties would only be identified for emergency use and not allowed for general public access. There are also gated access points along the perimeter of the existing HFRP and Trails Expansion properties that can be used in an emergency to allow neighbors to evacuate through the service road systems within the existing HFRP and Trails Expansion properties. The County works with first responders to ensure each responding agency is provided with keyed access through each gate at the existing HFRP and will ensure the same provision of keyed access in the expansion areas.

As a result of catastrophic fires which occurred in California a few years ago, homeowners' insurance policies have seen rate increases and/or cancelations throughout foothill communities since 2018. While the current setting of property insurance is a significant concern of property owners and local government agencies throughout the foothills, the County has not received any information suggesting proximity to public recreation areas is included in the actuarial criteria used by any insurance company in their determination of continuing policy coverage or premium calculations. Although staff has not been able to canvas all insurance companies offering policies in California, the result of discussions with CAL FIRE/Placer County Fire Department officials and major insurance carriers has indicated that adjacent recreational land use is not one of the criteria used by insurance companies in determining homeowners' insurance eligibility or rates. Rather, the fire rating of a parcel is related to the type of terrain and the slope.

Traffic

Comments were received suggesting that the Draft SEIR's methods for addressing safety on study area roadways did not fully account for physical factors and for the experience of residents living along these roads. Other comments asked for additional information regarding the collision history for automobiles and for bicyclists.

The Draft SEIR evaluated the potential of the full build-out of the Project to impact safety on study area roadways based on consideration of each facility's recent collision history. This is the standard approach taken for CEQA impact analysis for projects in Placer County. Placer County maintains many miles of rural roadways constructed at various times to varying improvement standards. As stated in the Draft SEIR on page 8-9, it is recognized that traffic and roadway engineering design standards and guidelines have evolved over many years; therefore, many roadways that do not display any safety deficiencies no longer meet the current standards simply due to the passage of time since their construction. Instead, traffic collision data is utilized to determine when roadways are in need of safety improvements. Placer County has a robust Traffic Accident Analysis System (TAAS) in which reported traffic collision data is collected and reviewed on an annual basis. The Draft SEIR identified Cramer Road as a location where significant safety impacts could occur based on this metric. While Cramer Road was above the statewide average for collisions from 2014 through 2016 (3 reported accidents within that 3-year period), the recent collision rates note that there were no reported collisions on Cramer Road from 2017 through 2019.

Other comments requested further consideration of bicycle safety. Placer County staff reviewed TAAS results to identify collisions that had involved bicycles. No reported collisions involving bicycles were found on the roadways addressed in the traffic analysis for the period January 2014 to December 2019.

Quality of Life

Several commenters noted that the proposed project could increase the potential for crime, vandalism, trespassing, theft and litter in the vicinity of the project. Implementation of the proposed Project would increase the number of visitors to the existing HFRP as well as the Trails Expansion areas but would disperse the visitor parking among the existing parking lot on Mears Place and the two new parking areas. The Placer County Sheriff's Office would provide service to the proposed Trails Expansion area parking and trailhead areas, and the California Highway Patrol (CHP) would provide patrol of the roadways in the vicinity.

Rangers, contracted to the Placer County Parks Division, patrol roadways in the vicinity of the existing HFRP entry and address illegal parking through direct contact of motorists or reporting to the CHP for citation. Illegal parking on public roads and trespassing on nearby private roads has substantially decreased since 2017. Regular patrolling and reporting by rangers are recognized as effective deterrents to avoid resurgence in illegal parking and trespassing and will remain a management priority for the County both at the existing HFRP entry and the vicinity of the Trails Expansion areas.

County staff and the rangers provide education of the rules to visitors and issue notices of violation. When staff or rangers encounter violations that require enforcement, they use handheld radios to access the public safety radio network or cell phones to contact the Sheriff and CHP. A potential full-time caretaker on the existing HFRP grounds is currently allowed under the Conditional Use Permit, and the Twilight Ride property may also have a caretaker in the future. This current and potential oversight would serve as a deterrent to possible criminal behavior. Additionally, the number of visitors allowed is restricted based upon the number of parking spaces, and is limited on high-volume days through use of the reservation system, so the County has the ability to regulate the number of visitors that use the site on a daily basis. Gates at each of the proposed entrances would be closed and locked on a nightly basis, and nighttime access to proposed trailheads and parking lots would not be allowed. Safety and security lighting in the parking areas and around buildings would be provided, as needed. Rangers currently ensure, and would continue to ensure, all visitor vehicles have left the parking areas each evening prior to locking the gate. The County would continue to use and expand available patrol and enforcement methods as parking areas within the Trails Expansion area are constructed and additional trail access expands.

The County would contract to expand a solid waste disposal service to include the proposed Project areas. Solid waste disposal would be provided on a weekly or more frequent basis as needed. Solid waste would be stored on-site in enclosed bear-proof trash receptacles until the waste can be hauled off-site to the nearest waste disposal facility. In addition, Ranger services provided by the County include localized litter pick up in areas of concentrated visitor use.

PUBLIC OUTREACH

Stakeholder Outreach

In order to reach as many people in the surrounding area of the proposed Project as possible, the County went above and beyond the County's normal noticing procedure and provided noticing to over 6,000 property owners in the vicinity of the Project in 2017 and 2018. There were two public scoping meetings (in 2017 and 2018) which were both heavily attended by local residents, as evidenced by the scoping meeting attendance sheets and speaker sheets. The Project has been discussed in over 40 public meetings since late 2016 (including scoping meetings, Municipal Advisory Council meetings throughout western Placer County, Parks Commission, Planning Commission, Board of Supervisors, and other community groups upon request (such as the Greater Auburn Area Fire Safe Council and Agricultural Commission). Notices have been posted on the County web site, and multiple press releases and stories by local media outlets have been broadcast about the Project.

Additionally, the County Parks Division offered to meet with any local residents who wished to discuss the proposed Project. Parks staff met on three separate occasions with adjacent residents to proposed parking areas as well as members of the homeowners' associations of Auburn Valley and County Club

Estates. In February of 2019, the County invited members of the Protect Rural Placer group to participate in a site visit to the Santa Clara Open Space Authority's Sierra Vista Open Space Preserve to learn how the East Bay area has successfully integrated public use of trails with on-going cattle operations. Additionally, the County met specifically with the Protect Rural Placer group and Supervisor Gore on May 28, 2019 to address the groups' questions and concerns. The Notice of Availability for the Draft SEIR was sent out to over 6,000 homeowners. Over 500 comments were received during the public comment period which included numerous comments from local residents and members of the Protect Rural Placer group. A Notice of Availability for the Final SEIR was again sent out to over 6,000 homeowners in the area.

Municipal Advisory Councils (MACs)

The proposed Trails Expansion project was presented as an informational item by Parks Division staff to the Rural Lincoln MAC on February 27, 2017 and to the North Auburn MAC on April 11, 2017 and September 11, 2018. State and countywide guidelines for public meetings in effect at the time of Final SEIR publication have affected the process for review of the Project. Due to the cancelations of MAC meetings during the current COVID-19 pandemic, the item will not be presented to the Rural Lincoln or North Auburn MAC for a recommendation to the Board of Supervisors.

Greater Auburn Area Fire Safe Council

On May 15, 2020, the Parks Administrator discussed with the Fire Safe Council the existing and ongoing fire mitigation efforts as well as various additional fire mitigation procedures that are a part of the existing HFRP fire management protocol. HFRP currently provides three helicopter landing zones, a hydrant system attached to a 12,000-gallon emergency water storage system, three bridges and emergency access roads which provide emergency vehicle access to the far reaches of the park, 120 acres of annually-maintained shaded fuel breaks and annual vegetation management of the entire park, using both goat/sheep grazing and mechanical means. In consultation with the Placer County Fire Department/CAL FIRE, the Parks Division has also implemented park closures during days of extreme fire danger. HFRP was closed twice since July during the recent red-flag warning and excessive heat periods. The proposed Reduced Project would implement the same fire mitigation protocols. In a letter dated May 19, 2020, the Fire Safe Council stated support of the mitigation efforts outlined in Chapter 16 of the Draft SEIR and recommended three additional mitigation measures they would like to see added to the project: funding for on-going grazing, park closure on extreme fire weather days, and on-going funding for fuels reduction.

Agricultural Commission / Placer Farm Bureau

On April 8, 2019, the Parks Administrator gave an informational presentation to the Agricultural Commission and on June 4, 2019 presented to the Placer Farm Bureau. Comments from the groups included concerns that cattle grazing within the expansion area would be discontinued once recreational uses began. PLT attended the meetings and reiterated that they fully intend to continue cattle-grazing leases if the Project is approved. Cattle grazing is an integral part of PLT's vegetation management program for the various properties they own within the Trails Expansion area. PLT and the County have and will continue to meet with professionals from various open-space areas within the Bay Area which have successfully integrated cattle ranching and public use of multi-use trails for many years. Lessons learned from entities such as the Santa Clara Open Space Authority and the East Bay Regional Park District will be incorporated into grazing and management plans for the expansion areas.

Parks Commission

This Project was presented as an informational item to the Parks Commission on September 20, 2018 and was brought back to the Parks Commission for a formal recommendation on September 17, 2020. After the Parks Administrator's presentation on the staff-recommended Reduced Project, public comment continued for approximately two hours. Comments both for and against the project were heard. Concerns centered mostly around wildfire and evacuation, traffic safety, agriculture and the economics of the project. Proponents noted the need for additional outdoor opportunities and cited the benefits to

the existing and future populations, especially in light of the current COVID-19 pandemic. After reviewing the Draft and Final SEIR as well as the staff report and listening to the presentation and the comments from the public, the Parks Commission voted unanimously to recommend approval of the Reduced Project to the Board of Supervisors.

Planning Commission Hearing

The September 24, 2020 Planning Commission hearing was continued to the October 22, 2020 date in order to allow the Commissioners and the public additional time to review the Final SEIR and the proposed Reduced Project. A Town Hall Forum was scheduled for the interim period to provide an additional opportunity for community members to ask questions and provide comment on the Reduced Project.

Town Hall Forum

A Town Hall Forum was conducted on October 6, 2020, from 5:30 PM to 9:00 PM. A short presentation on the staff-recommended Reduced Project was given, followed by a three-hour question and answer session. Staff experts representing Parks, the Department of Public Works, and CAL FIRE/Placer County Fire were present to answer questions from the public. Questions and comments were received from the public either in person, or via Zoom. Approximately 45 people either provided comments or asked questions. Commenters expressed concerns regarding traffic and road safety, use of Garden Bar Road, wildfire and evacuation, changes to the quality of life, loss of revenue to local ranchers, how to monitor people utilizing the back country area, costs of construction and operation/maintenance, perceived lack of public involvement in the process, trespassing, and potential conflicts with the Williamson Act contracts. Proponents for the project, who were representing groups such as Placer Trails and the Loomis Basin Horseman's Association as well as private individuals, noted that fires are not generally started by trail users (there have been no visitor-started wildfires at the existing HFRP since it opened in 2006), that the Parks Division has employed multiple management tools to lessen fire risk (i.e. shaded fuel breaks, increased access to the area by fire personnel, instituted park closures on red flag days), mentioned how roads throughout the state where equestrians travel are typically narrow and windy, noted how the Placer Land Trust held properties within the Trails Expansion area were always planned for public use and stated that as a Regional Park, the HFRP and Trails Expansion area would provide recreation for residents of Placer County as well as visitors from other areas, just as Placer County residents enjoy parks in other areas of the State and country.

SUMMARY

After review of the public comments on this Project, and the characteristics and costs of improving Curtola Ranch Road, the Parks Division is recommending the Project's Conditional Use Permit Modification only authorize a subset of improvements included in SEIR Alternative 2. The difference in the recommended Reduced Project and Alternative 2 is that the Reduced Project would limit use of the Harvego Preserve parking area to 12 docent-led tours per year, as is currently allowed within the agreement between the owner and the PLT, and therefore would greatly reduce the number of trips proposed on Curtola Ranch Road from that proposed with Alternative 2. The Recommended Project would also reduce the traffic to the Garden Bar 40 parking area from that allowed with Alternative 2, as the recommended Reduced Project would only allow parking in that area on weekends, holidays, and other peak usage days. Both of the reductions in traffic would reduce the total overall amount of VMT from Alternative 2. As such, it would be considered environmentally superior to Alternative 2.

RECOMMENDATION

The Development Review Committee recommends the Planning Commission forward a recommendation to the Board of Supervisors for approval of the following:

- 1) Adopt a resolution to certify the Final Subsequent Environmental Impact Report (SCH# 2007062084) prepared pursuant to the California Environmental Quality Act, and adopt the Findings of Fact and Statement of Overriding Considerations and Mitigation Monitoring Reporting Program supported by the findings set forth in said resolution and attachments (Attachment D, Exhibit C) and the following statements:
 - a. The Hidden Falls Regional Park Trails Expansion Project Final Subsequent Environmental Impact Report has been prepared as required by law and in accordance with all requirements of CEQA and the CEQA Guidelines and the document as adopted reflects the independent judgment and analysis of Placer County, which has exercised overall control and direction of the preparation of the Subsequent Environmental Impact Report.
 - b. The custodian of records for the Hidden Falls Regional Park Trails Expansion Project Final Subsequent Environmental Impact Report is the Placer County Planning Director, 3091 County Center Drive, Suite 140, Auburn, CA 95603.
- 2) Approve the Conditional Use Permit Modification for the Hidden Falls Regional Park and Trails Expansion Area Project ("Reduced Project"), subject to the recommended conditions of approval (Attachment E), and supported by the following findings:
 - a. The proposed Reduced Project is consistent with all applicable provisions of the Placer County Zoning Ordinance. Parks and Rural Recreation uses are allowed within the Farm zone district pursuant to approval of a use permit.
 - b. The proposed Reduced Project is consistent with objectives, policies, general land uses and programs as specified in the Placer County General Plan. These include consistency with goals and policies relating to land use and recreation, soils and geology, cultural and tribal resources, visual resources, transportation and circulation issues, air quality, noise, hydrology and water quality, biological resources, public services, hazardous materials and hazards, greenhouse gases and wildfire
 - c. The establishment, maintenance or operation of the Reduced Project will not be detrimental to the health, safety, peace, comfort and general welfare of people residing or working in the neighborhood of the proposed use, and will not be detrimental or injurious to property or improvements in the neighborhood or to the general welfare of the County. The proposed recreational land use is an allowed use with the Farm zoning. The proposed Reduced Project includes Mitigation Measures and Conditions of Approval to ensure the impact of noise, wildfire and traffic are reduced to the greatest extent feasible. Cattle grazing will continue to occur, providing an on-going connection with the agricultural character and history of the immediate area. In addition, the Reduced Project will provide easier access and use of open space and trails within the County, which in turn, results in health and welfare benefits to County residents.
 - c. The design of the project is consistent and compatible with the character of the immediate neighborhood and will not be contrary to its orderly development. The proposed Reduced Project is comprised of land which will be maintained as natural, open space areas in perpetuity. Construction of project amenities such as bridges, restrooms, picnic tables, benches and overlooks would be in remote locations and would be constructed to blend in with the character of the area.
 - d. The proposed use will not generate a volume of traffic beyond the capacity of roads providing access to the use, consistent with the applicable requirements of the Placer County General Plan. According to the traffic analysis contained within the SEIR, the local roadways would be able to accommodate the anticipated traffic resulting from the proposed Reduced Project.
 - e. The proposed Reduced Project is consistent with the following objective outlined in the Placer Legacy Open Space and Agricultural Preservation Program:
 - i. Conserve natural features necessary for access to a variety of outdoor recreation opportunities

Respectfully submitted,



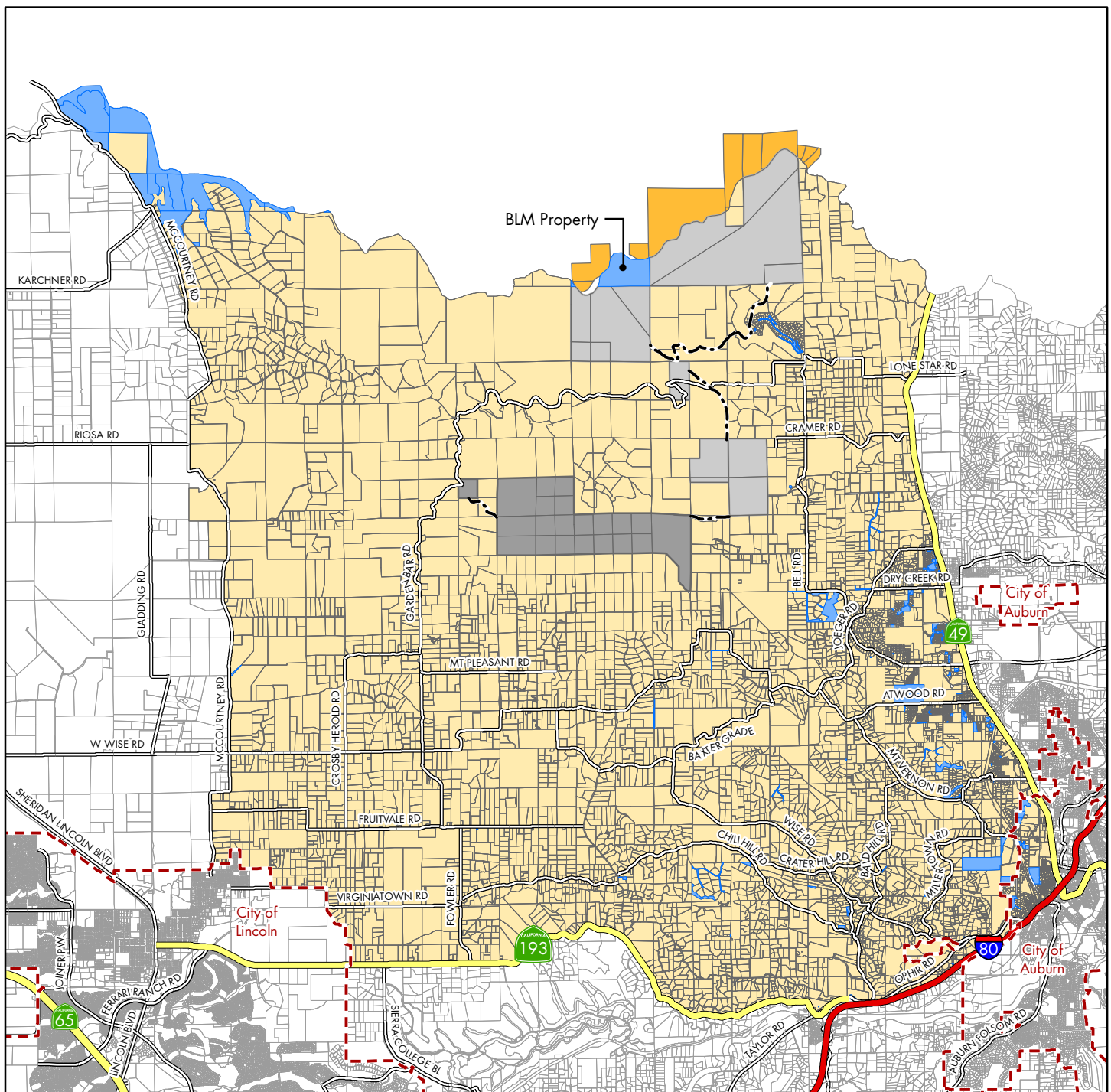
Lisa Carnahan, Senior Planner
Department of Public Works, Parks Division

ATTACHMENTS

- Attachment A – Mailer Notification Area Map
- Attachment B – Project Vicinity Map
- Attachment C – Proposed Trail Expansion Project Map
- Attachment D – Proposed Resolution to certify the Final Subsequent Environmental Impact Report (SCH# 2007062084)
 - Exhibit A: Draft Subsequent Environmental Impact Report (under separate cover)
 - Exhibit B: Final Subsequent Environmental Impact Report (under separate cover)
 - Exhibit C: Findings of Fact and Statement of Overriding Considerations
 - Exhibit D: Mitigation Monitoring Reporting Program
 - Exhibit E: Errata to Final Subsequent Environmental Impact Report
- Attachment E – Recommended Conditions of Approval
- Attachment F – Placer County General Plan Goals and Policies Discussion
- Attachment G – Correspondence

cc: Ken Grehm – Director of Public Works
Mark Rideout – Deputy Director of Public Works
Andy Fisher – Parks Administrator
Steve Pedretti – CDRA Director
EJ Ivaldi – Planning Director
Clayton Cook – County Counsel
Margaret Tides – County Counsel
Josh Huntsinger – Agricultural Commissioner
Leigh Chavez – Environmental Coordination
Nikki Streegan – Planning
Amber Conboy – Public Works
Katie Jackson – Public Works
Brian Skehan – Placer County Fire Department / CAL FIRE
Jim Hudson – Placer County Fire Department / CAL FIRE
Phil Frantz – Engineering and Surveying Division
Angel Green – CDRA/Air Quality
Joey Scarbrough – Environmental Health Services
Huey Nham – Environmental Engineering
Brad Brewer – Flood Control
Young Rodriquez – Emergency Services Coordinator
Steve Leach – AECOM

Hidden Falls Regional Park Mailer Notification Area

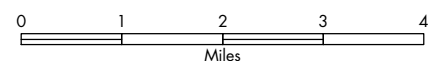


- Parcels With Valid Addresses
- Nevada County Parcels to be Notified
- Parcels with Invalid Addresses

- Proposed Hidden Falls Regional Park Trails Network Expansion Area (Owned by Placer Land Trust)
- Hidden Falls Regional Park
- Existing Easement (Approximate)

DATA DISCLAIMER:

The features on this map were prepared for geographic purposes only and are not intended to illustrate legal boundaries or supercede local ordinances. Official information concerning the features depicted on this map should be obtained from recorded documents and local governing agencies



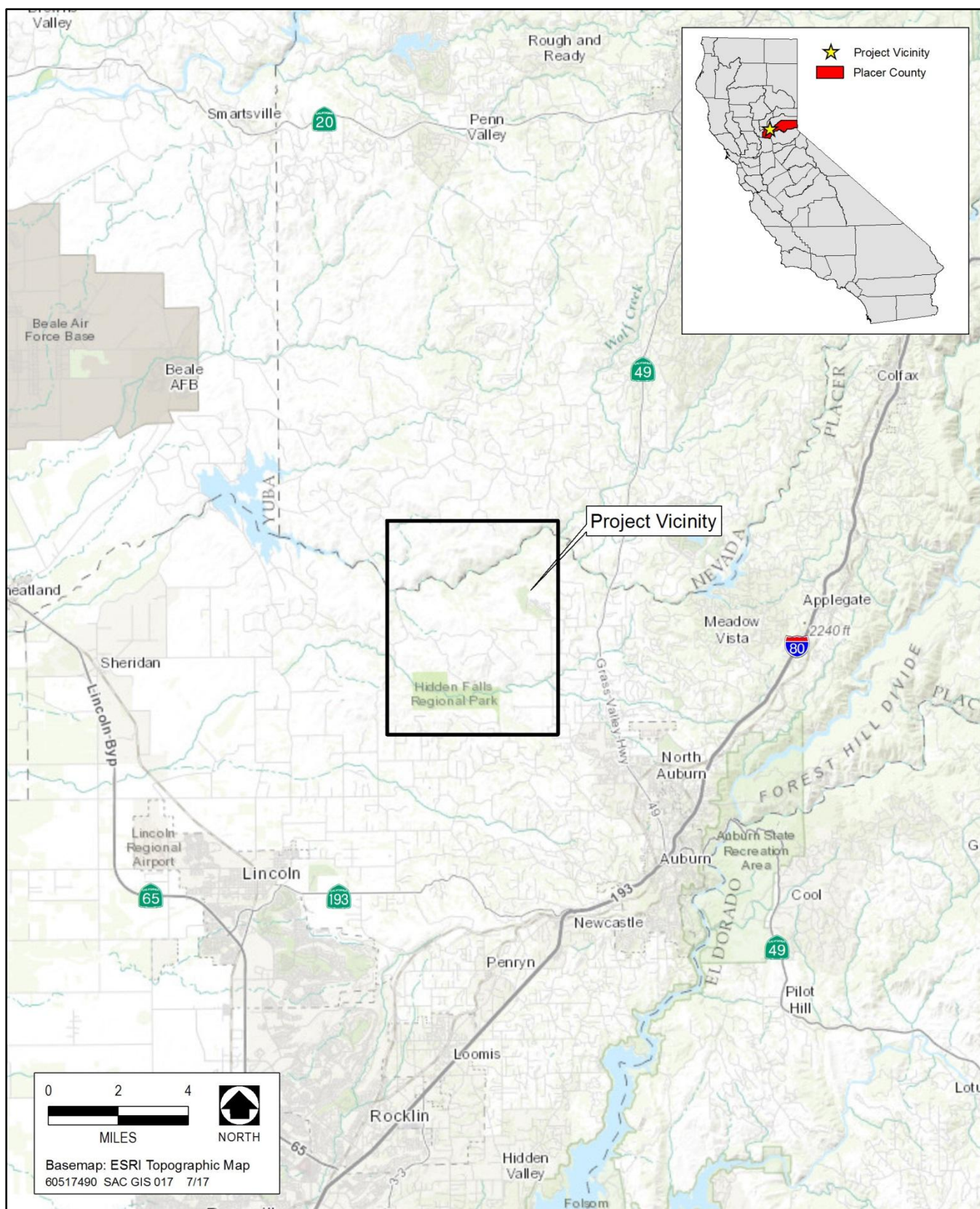
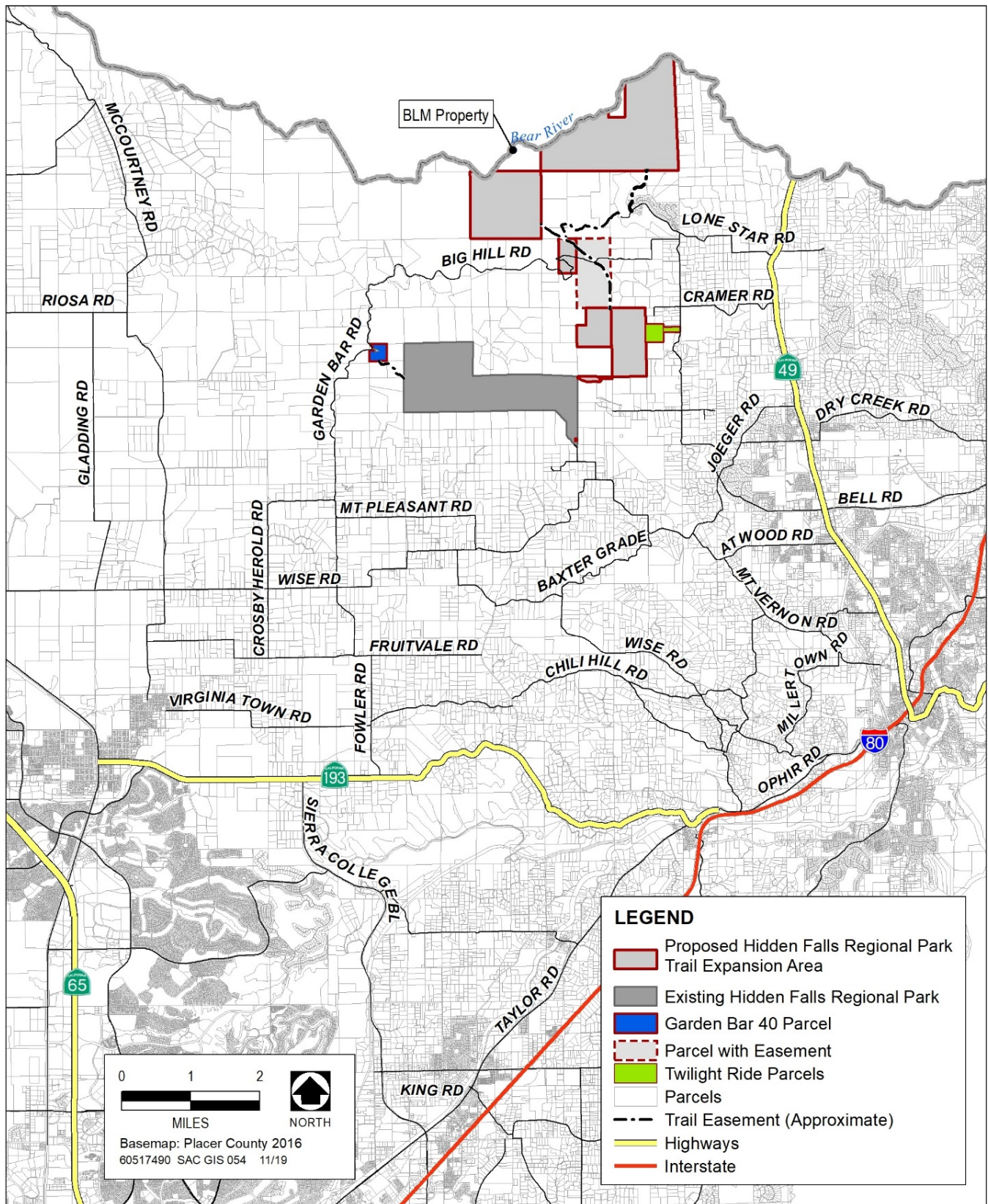


Exhibit 3-1. Regional Location Map



Source: AECOM 2019

Exhibit 3-2.

Before the Board of Supervisors County of Placer, State of California

In the matter of: A RESOLUTION CERTIFYING THE
FINAL SUBSEQUENT ENVIRONMENTAL IMPACT
REPORT FOR THE HIDDEN FALLS REGIONAL PARK
TRAILS EXPANSION PROJECT; ADOPTING FINDINGS
OF FACT AND A STATEMENT OF OVERRIDING
CONSIDERATIONS; AND A MITIGATION MONITORING
AND REPORTING PROGRAM

Resolution No.: _____

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on _____, 2020, by the following vote:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair, Board of Supervisors

Attest:

Clerk of said Board

WHEREAS, the County of Placer ("County") acting as lead agency pursuant to the California Environmental Quality Act (Public Resources Code sections 21000 et seq.) ("CEQA") prepared a Subsequent Environmental Impact Report ("SEIR") for the "HIDDEN FALLS REGIONAL PARK TRAILS EXPANSION PROJECT" (SCH# 2007062084)(Project); and

WHEREAS, for purposes of the County acting as lead agency pursuant to CEQA, the SEIR analyzed the following:

1. A proposal to expand the HFRP natural-surface, multi-use trail network onto approximately 2,765 additional acres of land connected to HFRP. Approximately 30 miles of trails (including existing

and proposed trails) within the expansion areas would be added to the 30+/-miles of currently open trails within the existing HFRP boundary. The proposed project includes 25 additional parking spaces within the existing HFRP parking area as well as three new parking areas spaced throughout the trails expansion area in order to enhance accessibility to the new areas. Other amenities such as bridges, overlooks, picnic benches and tables, restrooms, drinking fountains and equestrian amenities are included with the proposed project.

(Hereinafter collectively referred to as “Project” or “Project Approvals”).

WHEREAS, the Project Approvals constitute a “Project” for purposes of CEQA and CEQA Guidelines section 15378 and these determinations of the Placer County Board of Supervisors (“Board”); and

WHEREAS, a notice of preparation for the Project was issued on January 30, 2017 with a review period from January 31, 2017 through March 1, 2017 and a revised notice of preparation was issued on June 4, 2018, with a review period from June 5, 2018 through July 6, 2018; and

WHEREAS, on February 20, 2020, the County released the Draft SEIR that was prepared for the Project under the direction of the County; and

WHEREAS, the Draft SEIR was made available for public comment in accordance with CEQA for a 90-day period from February 20, 2020 through May 20, 2020; and

WHEREAS, the County received written and oral comments on the Draft SEIR, in response to which the County prepared and released a Final SEIR on September 4, 2020; and

WHEREAS, the County as lead agency under CEQA brought forward the Final SEIR to the County Planning Commission for consideration at a duly noticed public hearing on September 24, 2020, during which hearing the Planning Commission considered the Final SEIR and written and oral testimony on the same; and

WHEREAS, on September 24, 2020 the Planning Commission considered the findings included in the staff report and recommended certification of the Final SEIR, together with a recommendation of adoption of the Findings of Fact and Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Plan; and

WHEREAS, the County as lead agency under CEQA gave full and legal notice of a public hearing to consider and act upon the Project Approvals and the Final SEIR, which was held on _____[date]; and

WHEREAS, the Board of Supervisors has duly considered the Final SEIR for the Project, which consists of the Draft SEIR and the Final SEIR, the appendices and references thereto, the comments of the public, both oral and written, and all written materials in the administrative record connected therewith; and

WHEREAS, the Board has duly considered the Findings of Fact and Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Plan and the findings prepared for certification of the Final SEIR.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer:

(1) The Final SEIR (Exhibits A through D) has been prepared in accordance with all requirements of CEQA and the Guidelines.

(2) The Final SEIR was presented to and reviewed by the Board. The Final SEIR was prepared under supervision by the County and reflects the independent judgment of the County. The Board bases its findings on such review and other substantial evidence in the record.

(3) The Board hereby certifies the Final SEIR as complete, adequate and in full compliance with CEQA and considers such certification as a basis for considering and acting upon the Project Approvals and exercising its independent judgment.

(4) The Clerk of the Board is the custodian of record of the Final SEIR.

(5) The Board has considered and hereby adopts the “Findings of Fact” as set forth in Exhibit C, attached hereto and incorporated herein by reference.

(6) The Board hereby adopts the Mitigation Monitoring and Reporting Program (“MMRP”) prepared for the Project Approvals and as set forth in Exhibit D and incorporated herein by reference. All mitigation measures proposed in the Final SEIR shall be implemented, and the MMRP will implement all mitigation measures adopted with respect to the Project pursuant to all of the Project Approvals. The MMRP is hereby incorporated into the Project and thereby becomes part of and limitations upon the permissible actions conferred by the Project Approvals.

BE IT FURTHER RESOLVED that notwithstanding the imposition of the mitigation measures in the MMRP as set forth above, not all significant impacts of the Project have been reduced to a level of insignificance or eliminated by changes in the proposed Project. The Board of Supervisors finds that the Project will bring substantial benefits to the County and that the Project’s benefits outweigh the Project’s significant unmitigated adverse impacts and pursuant to CEQA Guidelines section 15093 adopts and makes the Statement of Overriding Considerations as set forth in Exhibit C, attached hereto and incorporated herein by reference, to explain why the Project’s benefits override its unavoidable impacts. Having carefully considered the Project, its impacts and the foregoing benefits, the Board of Supervisors finds, in light of the important social, health, economic and other benefits that the Project will bring as set forth in the Statement of Overriding Considerations, the adverse environmental impacts of the Project that are not fully mitigated are acceptable.

BE IT FURTHER RESOLVED that the Planning Services Division is directed to file a Notice of Determination with the County Clerk within five (5) working days in accordance with Public Resources Code section 21152(a) and CEQA Guidelines section 15094.

Exhibit A

- Draft Subsequent Environmental Impact Report (“Draft SEIR”) for the “Hidden Falls Regional Park Trails Expansion Project” and Appendices (SCH# 2007062084).

Exhibit B

- Final Subsequent Environmental Impact Report (“Final SEIR”) for the “Hidden Falls Regional Park Trails Expansion Project” and Appendices (SCH# 2007062084).

NOTE: The above documents are on file with the Department of Public Works and the Clerk of the Board.

Exhibit C:

- Findings of Fact and Statement of Overriding Considerations

Draft Subsequent Environmental Impact Report (SCH# 2007062084)

(under separate cover)

NOTE: The above document is available online at <https://www.placer.ca.gov/2537/Hidden-Falls-Regional-Park-Trail-Network> and on file with the Clerk of the Board's office

Final Subsequent Environmental Impact Report (under separate cover)

NOTE: The above document is available online at <https://www.placer.ca.gov/2537/Hidden-Falls-Regional-Park-Trail-Network> and on file with the Clerk of the Board's office

**HIDDEN FALLS REGIONAL PARK
TRAILS EXPANSION PROJECT**

**CEQA Findings of Fact and
Statement of Overriding Considerations**

September 2020

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LIST OF ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AB	Aggregate Base
ACMs	asbestos-containing materials
ADMP	Asbestos Dust Mitigation Plan
APCO	Air Pollution Control Officer
BMPs	Best Management Practices
CAL FIRE	California Department of Forestry and Fire Protection
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CBC	California Building Code
CCR	California Code of Regulation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CHHSL	California Human Health Screening Levels
County	Placer County
COVID-19	coronavirus disease 2019
CUP	Conditional Use Permit
CWA	Clean Water Act
dBA	A-weighted decibels
dbh	diameter-at-breast-height
DPW	Department of Public Works
Draft SEIR	Draft Subsequent Environmental Impact Report
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
ESD	Engineering and Surveying Division
gpm	gallons per minute
HFRP	Hidden Falls Regional Park
HMA	Hot Mix Asphalt
H:V	horizontal: vertical
LBP	lead-based paint
LRV	light rescue vehicle
MLD	Most Likely Descendant
MMRP	Mitigation Monitoring and Reporting Program

mph	miles per hour
MTP/SCS	Metropolitan Transportation Plan/Sustainable Community Strategy
MUTCD	Manual on Uniform Traffic Control Devices for Streets and Highways
NAHC	Native American Heritage Commission
NID	Nevada Irrigation District
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
PCAPCD	Placer County Air Pollution Control District
PCCP	Placer County Conservation Program
PEA	Preliminary Endangerment Assessment
Placer County	Lead Agency
Plans	Grading and Drainage Plans
PLT	Placer Land Trust
PRC	Public Resources Code
proposed project	Hidden Falls Regional Park Trails Expansion Project
RAW	removal action workplan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SEIR	subsequent environmental impact report
SMARTS	Stormwater Multiple Application & Reports Tracking System
SRA	shaded riverine aquatic
TACs	Toxic Air Contaminants
TCR	Tribal Cultural Resources
UAIC	United Auburn Indian Community of the Auburn Rancheria
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
VCA	Voluntary Cleanup Agreement
VIILF	Voluntary Interim In Lieu Fee Program
WDID	Waste Discharge Identification Number

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I. Introduction

Placer County (County) as Lead Agency, has prepared a subsequent environmental impact report (SEIR) pursuant to the requirements of the California Environmental Quality Act (CEQA) (Section 21000 et seq. of the Public Resources Code) and the CEQA Guidelines (Section 15000 et seq.) for the Hidden Falls Regional Park Trails Expansion Project (proposed project) (State Clearinghouse Number 2007062084). The SEIR consists of the Draft SEIR and the Final SEIR (collectively referred to as the SEIR).

CEQA generally requires that a lead agency must take reasonable efforts to mitigate or avoid significant environmental impacts when approving a project. Environmental impact reports are prepared to provide full public disclosure of the environmental impacts of a proposed project. The Environmental Impact Report (EIR) is an informational document that serves to inform the agency decision-making body and the public in general of any potentially significant environmental impacts. The preparation of an EIR also identifies and evaluates feasible measures to minimize any significant effects and describes and assesses a reasonable range of potentially feasible alternatives to the project.

CEQA and the CEQA Guidelines require that the approving agency decision-making body must issue a written finding reaching one or more of the three allowable conclusions accompanied by a brief explanation of the rationale for each significant environmental effect identified in an EIR (Pub. Resources Code Section 2108, subsections 1(a)(1)-(a)(3); see also CEQA Guidelines Section 15091, subsections (a)(1)-(a)(3)):

1. Changes or alterations which avoid or mitigate the significant environmental effects as identified in the environmental impact report have been required or incorporated into the project;
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and such changes have been adopted by such other agency or can and should be adopted by such other agency; or
3. Specific economic, legal, social, technological, or other considerations, including consideration for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

CEQA Guidelines Section 15092 states that after consideration of an EIR, and in conjunction with making the Section 15091 findings identified above, the lead agency may decide whether or how to approve or carry out the project. A project that would result in a significant environmental impact cannot be approved if feasible mitigation measures or feasible alternatives can avoid or substantially lessen the impact.

However, in the absence of feasible mitigation, an agency may approve a project with significant and unavoidable impacts, if there are specific economic, legal, social, technological, or other considerations that outweigh the unavoidable adverse environmental effects. Section 15093 requires the lead agency to document and substantiate any such determination in a “statement of overriding considerations” as a part of the record.

The requirements of Sections 15091, 15092, and 15093 as summarized above are all addressed herein. This document summarizes the findings of fact and statement of overriding considerations authorized by those provisions of the CEQA Guidelines and by Section 21081 of the Public Resources Code for the proposed project.

II. Project Description

PROJECT LOCATION

Placer County owns and operates Hidden Falls Regional Park (HFRP) near Auburn, California. The park originally opened in 2006 with about 221 acres, and subsequently added another 979 acres in 2013. It contains approximately 30 miles of natural-surface, multi-use trails and two waterfall overlooks.

The proposed trail expansion areas are located northeast of the existing HFRP, and south of the Bear River in Placer County, approximately 40 miles northeast of Sacramento, as well as to the west and east of the park. HFRP currently encompasses approximately 1,200 acres in the Sierra Nevada foothills, consisting of portions of ranches previously owned by Spears (979 acres) and Didion (221 acres).

PROJECT BACKGROUND

In January of 2010, the Placer County Planning Commission approved a Conditional Use Permit (CUP No. 20090391) and certified an EIR (2010 Certified EIR) (State Clearinghouse No. 2007062084), which added the property formerly known as the Spears Ranch (979 acres) to the 221-acre portion of HFRP already open to the public. As part of the HFRP approvals, Placer County adopted Findings of Fact that indicated the EIR reflected the independent judgment of the County and that the Planning Commission reviewed the Final EIR and determined the Final EIR considered a reasonable range of potentially feasible alternatives, sufficient to foster informed decision making, public participation and a reasoned choice.

The certified Final EIR concluded all impacts associated with activities permitted under CUP No. 20090391 could be mitigated to less than significant levels except “Long-Term Changes in Visual Resources Associated with the Improvements to Garden Bar Road,” identified as significant and unavoidable. Implementation of Mitigation Measures 7-1: Revegetate and Restore All Disturbed Areas to Minimize Visual Quality Impacts, and 12-8: Protect Oak Woodland Habitat would reduce this impact; however, this impact would remain significant and unavoidable because no other screening options along Garden Bar Road were available and revegetation of the disturbed areas would not reduce visual impacts in the short-term. Included in the County’s Findings of Fact was a Statement of Overriding Consideration describing the social, economic, and recreational benefits offered to County residents, which were found to outweigh the impacts.

The proposed project would increase the regional trail network and would provide new access and parking areas for the public. The approved CUP No. 20090391 would be modified to account for the expansion. The proposed expansion and modification to existing CUP No. 20090391 were determined to be substantial new information that could increase impacts from those listed in the 2010 Certified EIR. Consequently, the County elected to prepare a SEIR for the proposed HFRP Trails Expansion Project.

The SEIR evaluates whether the proposed project would result in impacts not discussed in the prior 2010 Certified EIR and evaluates whether the impacts of the project would be consistent with the findings of the prior 2010 Certified EIR or require additional mitigation measures. The SEIR also identified additional alternatives to address the significant impacts of the proposed HFRP trail expansion. Consistent with CEQA Guidelines Section 15162, the analysis contained in the SEIR is limited to the incremental changes associated with construction and operation of the proposed trail expansion area when evaluating whether the modifications to the original Conditional Use Permit would result in a significant impact. The existing HFRP, as described in the 2010 EIR, is assumed to be part of the existing conditions. This approach to the environmental setting is consistent with CEQA Guidelines Section 15125(a)(2), which states the lead agency should use the baseline that provides the

most accurate picture practically possible of the project's impacts that are supported with substantial evidence, including conditions expected when the project becomes operational.

PROJECT OBJECTIVES

The objectives of the proposed project are similar to objectives originally developed for establishment of HFRP. However, they expand upon the prior objectives to accommodate additional facilities. The following objectives were developed by the County specifically for the proposed trail network and parking expansion:

- Support County goals for trails as outlined in the 2013 General Plan Update Recreational Trails Element Goal 5.C for developing a system of interconnected hiking, riding, and bicycling trails and paths suitable for active recreation and transportation and circulation.
- Implement the recreational resource objectives of the Placer Legacy Open Space and Agricultural Conservation Program (available at <https://www.placer.ca.gov/3420/Placer-Legacy>), beginning on page 3-17 that aim to enhance recreational opportunities in the County by improving public trail access, including the construction of staging areas and parking lots, as well as the purchase of public access easements on private land to provide connections to public land and city trail connections and provide regional recreational facilities in the foothill region, supplementing the recreation opportunities provided on public lands to the east and municipal park facilities in urbanized areas. South Placer residents would be served by one or more large regional parks (300 acres or greater) in a rural setting with a variety of passive recreation opportunities. Such a park may be connected with larger area of protected land, providing additional wildlife habitat value.
- Provide expanded opportunities for public passive recreation and educational access without overburdening natural resources, local roadways or adjacent communities.
- Expand the existing multi-use, natural-surface trail system to provide recreational opportunities for the residents of Placer County and the region, while maintaining safety for park users, visitors, and nearby residents.
- Create new areas for public parking that function smoothly from the outset.
- Create connectivity between the existing trails in HFRP and the expanded trail network.
- Expand on opportunities for natural, cultural, agricultural and historic resource education, fostering stewardship and environmental awareness.

PROPOSED “REDUCED PROJECT” COMPONENTS

Since 2007, the County has partnered with the Placer Land Trust (PLT) to preserve approximately 2,765 acres of open space located north and east of HFRP with the expressed purpose of allowing public recreation on the properties. These lands, as well as connecting areas directly east and west of the existing HFRP that are either owned or held in easement by the County, would accommodate the proposed expansion of HFRP's public trail network and associated facilities. The expanded trail network would link the existing HFRP to the Bear River, creating a network of more than 60 miles of multi-use trails. The expanded trails network would connect Taylor Ranch to existing trails in HFRP via the connectivity properties purchased by the County east of HFRP (Haddad and Campbell properties) and easements acquired (Loudon property). Additional easements through Liberty Ranch Big Hill Preserve and the Outman Big Hill Preserve connect the Taylor Ranch and Kotomyan Big Hill Preserve to future and existing trails and ranch roads within the Harvego Preserve. A new parking area proposed for the Twilight Ride property would allow public access directly off of Bell Road and would provide an intermediate parking area located between the existing parking area on Mears Place, and the most northerly parking area proposed for the Harvego Preserve. A summary of the primary amenities

available at the existing HFRP, those proposed as part of the current project, and the resultant total of the expanded park/trail network at buildout of the proposed project is provided in Table 1.

The County's discretionary actions associated with the expanded trails network would include approval of an amended CUP covering the existing HFRP and the trail and access expansion areas, including the designated lands to the northeast, the Garden Bar 40 parcel west of the existing HFRP that was acquired by the County in 2016, and the areas east of the park that connect to Taylor Ranch.

The SEIR analyzed full build-out of the Project, as well as three Alternatives, which each provided various versions of a smaller project. After review of the extensive public comments on this project, and upon reviewing the analysis of the Curtola Ranch Road use, the Parks Division is recommending the Project Conditional Use Permit Modification only authorize a "Reduced Project", which is a reduction beyond SEIR Alternative 2. The Final SEIR section included below discusses the three Alternatives covered within the SEIR. The parking areas for the "Reduced Project" would consist of the following:

- Garden Bar 40 – Phases 1A and 1C – 25 total permanent automobile parking spaces and a separate 5 space ADA parking lot for use on weekends, holidays, and peak days, and allowance for 6 Special Events per year
- Mears – Existing parking plus 25 new overflow spaces
- Twilight Ride- Phase 1 (54 auto/20 equestrian parking spaces)
- Harvego Preserve – Only PLT docent-led tours, max 12/year as currently allowed (18 existing parking spaces via Curtola Ranch Road, no new parking development)
- Trails, bridges, and other amenities outside of parking areas would remain unchanged from the SEIR Project Description.

Like Alternative 2, the recommended Reduced Project would reduce total parking from that proposed with full build-out by approximately 60 percent. The difference between the recommended Reduced Project and Alternative 2 is that the recommended Reduced Project would further limit the access at the Harvego Bear River Preserve to only what is allowed today (12 docent-led tours per year) whereas Alternative 2 would allow for docent-led tours on a daily basis in Phase 1, and would allow for general public access in Phase 2. The Reduced Project also eliminates Phase 1B from the Garden Bar improvements, thereby limiting use of this parking area to weekends, holidays, and peak use days only.

The recommended Reduced Project would eliminate the Significant and Unavoidable Visual Impact to Garden Bar Road and would further lessen VMT from Alternative 2 due to the decreased visitation allowed through the Harvego Preserve parking area on Curtola Ranch Road. The recommended Reduced Project would limit the permanent parking area at the Garden Bar 40 site to 30 automobiles, and would limit construction to Phases 1A and 1C. The Mears entrance would allow for the additional 25 automobile overflow spaces, and the Twilight Ride parking area would be limited to Phase 1, with 54 automobile and 20 equestrian parking spaces. The Harvego Preserve would be limited to the 18 existing spaces, but as stated above, would only allow for 12 docent-led tours per year. Access to the Harvego Preserve area by pedestrians, equestrians, and bicyclists originating from the other Trails Expansion Area designated parking areas outside of the Harvego Preserve (i.e. the Twilight Ride parking area), would be allowed 7-days per week, but only with a backcountry access permit administered by the Placer County Department of Public Works, Parks Division. As no expansion of parking use at the Harvego Preserve would occur, no changes in the Curtola Ranch Road are proposed. The other amenities noted with Alternative 2 for the Twilight Ride and Garden Bar parking areas would remain the same. Staff has prepared Draft Conditions of Approval to coincide with this recommendation from the Parks Division.

The amended CUP for the Reduced Project would cover:

- Expanding the HFRP trails network from 30 miles to approximately 60 miles through the addition of existing trails and construction of new trails within the lands owned or held in conservation easements by the PLT, or on lands owned by Placer County, or where the County holds trail easements;
- Constructing two additional bridges over Raccoon Creek and one major culvert crossing over a tributary to Raccoon Creek between the existing HFRP trail network and Taylor Ranch;
- Adding parking and access areas improvements, including access and parking on the Twilight Ride property off of Bell Road to provide access midway through the expansion area, as well as the parking area on the Garden Bar 40 parcel for access to the western end of the expansion area, and the addition of up to 25 more overflow automobile parking spots at the Mears Place entrance.
- Use of the existing parking area at the Harvego Preserve off Curtola Ranch Road would remain consistent with what is currently allowed (e.g. docent-led tours by PLT 12 days per year);
- Access to the Harvego Preserve area by pedestrians, equestrians, and bicyclists originating from the other Trails Expansion Area designated parking areas outside of the Harvego Preserve (i.e. the Twilight Ride parking area), would be allowed 7-days per week, but only with a backcountry access permit administered by the Placer County Department of Public Works, Parks Division;
- Changes from the previously approved access and parking area from Garden Bar Road on the west side of HFRP to access and parking planned on the newly acquired Garden Bar 40 parcel;
- Identifying and clarifying the type and size of events allowed at the Garden Bar entrance and facilities allowed within the existing HFRP and expansion area;
- Construction of supporting facilities including restroom facilities, water wells, stream crossings, viewing platforms, picnic areas, benches, signage, drinking fountains, animal proof trash/recycle receptacles, fire suppression facilities, emergency/maintenance access roads, equestrian facilities, fencing;
- Allowed uses including recreational uses, grazing, agriculture, nature/cultural education, organized events (i.e. cross-country track meets, docent led tours), film & theater production (subject to County Film Permit requirements), hunting and fishing (fishing according to CA Dept. of Fish and Wildlife Freshwater Fishing Regulations, depredation hunting by County/federal wildlife specialists); and
- Management means and methods including hours of operation, use of reservation system, operation of public water supply permit(s) and Transient Non-community Water System permit(s), regulatory compliance.

County staff also intends to request that disc golf, which was allowed with the original use permit, be removed from the list of allowed uses under the modified use permit within the HFRP and HFRP Trail Expansion areas.

The County anticipates that the trail expansion will result in a modified CUP that encompasses the allowed uses and operating principles within the existing park as well as the expansion areas. As part of the proposed modification, the types of allowed uses and facilities within the existing park and the trail expansion areas will be clarified.

OPERATIONS AND MAINTENANCE

The proposed trail system and recreational facilities would be designed to minimize maintenance requirements; however, some regular maintenance of the trails and ancillary facilities would be required. Land management activities would be conducted by a combination of the PLT and the

County. This would include forest management/fuel load reduction, including clearing defensible spaces, creating fire breaks, and maintaining access roads. Agricultural uses would continue to operate and include grazing, livestock watering and feeding, and ranch road maintenance. As with the existing HFRP, maintenance activities of the trails, access and parking areas would be conducted consistent with the Vegetation, Fuels, and Range Management Plan for HFRP (2007). This plan identifies methods for modifying vegetation to reduce existing fuel load and lower the chance a fire would start within trails, access and parking areas and move outside these areas. Initial removal of excess fuels would be accomplished by some combination of mechanical equipment and hand tools. Use of herbicides and grazing by livestock would be used for long-term maintenance. Fuel breaks and defensible spaces would be incorporated into the trail expansion areas through thinning vegetation around parking lots and near certain trail segments and property lines. The PLT has constructed both a 90-acre and 30-acre fuel break on the Harvego Preserve. Vegetation management within the PLT-owned portions of the properties would adhere to the management plans for each of the respective properties. PLT has stated in public meetings and has language on their website that notes the properties they own will continue to use cattle grazing as a fuel management tool.

Trail maintenance would include selectively clearing vegetation; regrading trail tread; removing loose rocks, roots, and dead trees; and replacing trail surface material, if necessary. Localized spraying of herbicide may be required along the trail corridor to prevent vegetation from overgrowing the tread. Herbicides would be applied by County staff members or County contractors certified in proper herbicide/pesticide application. Trail operations and maintenance were described in the 2010 Certified EIR. All proposed operation and maintenance activities are expected to be similar to those currently undertaken in the existing HFRP and would be conducted by County staff, County contractors, volunteers, and user groups.

The County has contracted with California Land Management, Inc. to provide ranger services at the existing HFRP. The County would expand this contract to provide rangers within the expansion areas to engage and educate the public, enforce permit restrictions, provide traffic control, and serve as the eyes and ears for law enforcement and emergency medical services.

Table 1. Existing HFRP and Proposed “Reduced Project” Expansion

Improvement	HFRP (Existing) Approved and Built	HFRP Approved, Not Built Yet	Proposed Reduced Project Expansion	Existing Plus Proposed Reduced Project
Coverage Area¹	1,200 acres	-	Approximately 2,765 acres	Approximately 3,965 acres
Trail Network¹	30 miles of trails (6 miles from Didion portion and 24 from Spears portion)	-	30 miles of trails	60 miles of trails
Bridges and Stream Crossings	3 major bridges 13 trail bridges 23 stream ford crossings 15 culvert crossings	1 major bridge	2 major bridges 15 trail bridges 30 stream ford crossings 20 culvert crossings	6 major bridges 28 trail bridges ¹ 53 Stream ford crossings ¹ 35 culvert crossings ¹
Educational				
Nature Center	-	1 nature center	-	1 nature center
Information Kiosks	2 kiosks	-	2 kiosks	4 kiosks
Picnic Areas	6	-	12	18
Scenic Overlook	2	-	3	5
Caretaker Residence				
House Rehab	0	1 (existing, but not rehabilitated yet)	1 Existing residence at Twilight Ride. Could be utilized for caretaker's residence in the future	2
Access Improvements				
Access (County Managed)				
Reservation System	1 Mears Mears – Operational	1 Garden Bar	2 points of access (Twilight Ride and Garden Bar 40) Expand to Garden Bar and Twilight Ride parking areas	4 points of access Covers 3 parking lots (Harvego only docent-led)
Web Cam	Mears – Operational	-	Expand to 2 new parking areas	Covers 3 parking lots (Mears, Garden Bar 40 and Twilight Ride)
Signage – Entrance, directional, wayfinding, regulatory and interpretive	Completed for Mears Entrance		Additional Signage	Additional signage
Striping	-			
Pull Outs	-			
Gated Public Access Road	1 (Mears)	1 (Garden Bar Road gated access not currently open to general public)	Striping of Garden Bar Road in Phase 1A	Garden Bar Road
			Add gated access to Twilight Ride and new Garden Bar 40 entry	Construct gated access points
Parking				
Autos	101 spaces at Mears (including paved and gravel areas)	45 spaces at Garden Bar	50 auto spaces at Twilight Ride 18 existing spaces at Harvego – to be used for docent-led tours only 25 auto spaces at Mears 25 auto spaces at Garden Bar 40	219 auto parking spaces
Trailers	12 at Mears	20 spaces at Garden Bar	20 trailer spaces at Twilight Ride	32 equestrian trailer parking spaces
Americans with Disabilities Act (ADA) Compliant	4 spaces at Mears	5 spaces at Garden Bar	4 ADA spaces at Twilight Ride 5 ADA spaces at Garden Bar	13 ADA parking spaces
Emergency Response				
Helipad	3	-	1 (Twilight Ride)	4
Water Tanks with hydrants	1 (12,000 gallon)	-	2 (12,000 gallon) at Twilight Ride and Garden Bar 40	3
Shaded Fuel Breaks	3 (120 acres total)		2 already constructed on Harvego (90 acre and 30 acre)	5
Water and Sanitation				
Groundwater Well	2 existing	1 – Garden Bar original parking area	2 groundwater wells (Twilight Ride and Garden Bar 40)	4
Septic Systems	2 (1 at Mears entrance, 1 serving existing ranch house at west end of HFRP)	1 – Garden Bar original parking area	2 septic systems (Twilight Ride and Garden Bar 40)	4
Permanent Restrooms	1 building with 2 stalls (10 portable restrooms) plus	2 – Garden Bar original parking area and nature education / camping area	2 permanent restroom buildings, one each at Twilight Ride and Garden Bar 40 (6 stalls)	3
Portable Restrooms	2 restrooms at existing ranch house (not public)	Portable restrooms at strategic locations	Portable restrooms may be used until permanent restrooms are constructed and for convenience within the trail network	Approximately 20

Source: AECOM 2019; Placer County 2019

¹ Acreages and trail mileages, as well as number of trail bridges, stream ford crossings and culvert crossings are approximate

REQUIRED PERMITS AND APPROVALS

The proposed project would require the following County actions:

- Certification of the Final SEIR for the HFRP Trails Network Expansion Project and adoption of the Findings of Fact and Statement of Overriding Considerations as well as the Mitigation Monitoring Reporting Program; and,
- Conditional Use Permit Modification. The County would require an amended CUP to cover the proposed changes at the existing HFRP and the proposed trails expansion area. The CUP modification would clarify intended use of the access off Garden Bar Road, new and expanded parking areas, and the added trails. The CUP modification application may require the County to submit supporting information regarding storm water, hazardous materials, water supply, public safety, and wastewater treatment and disposal; and,
- The access-roadway improvements and utilities required to accommodate the expanded trail network may also require grading permits/Improvement Plans from the County Engineering and Surveying Division (ESD) in addition to wastewater and public well permits from the County Environmental Health Division.
- The access and roadway improvements required to accommodate the project may also require County permits for buildings and tree removal.

The proposed project would require the following actions by entities other than the County:

- Clean Water Act Section 404 permit for stream crossings at Raccoon Creek and other streams (United States Army Corps of Engineers);
- Endangered Species Act Section 7 Consultation (United States Fish and Wildlife Service);
- Clean Water Act Section 401 Water Quality Certification amendment (Regional Water Quality Control Board – Central Valley Region);
- Clean Water Act Section 402 National Pollutant Discharge Elimination System permit (Regional Water Quality Control Board – Central Valley Region);
- Streambed Alteration Agreement amendment for stream crossings (California Department of Fish and Wildlife [CDFW]); and,
- Encroachment permit for any construction within the floodplain of Raccoon Creek (Central Valley Flood Protection Board).
- Encroachment permit for any construction within the Nevada Irrigation District (NID) canal right-of-way (Nevada Irrigation District)

III. Environmental Review Process

Pursuant to Section 15082 of the CEQA Guidelines, on January 31, 2017 the County filed a Notice of Preparation (NOP) and sent the NOP to each responsible and trustee agency, special service districts, organizations, and individuals with an interest in or jurisdiction over the proposed project. The County held a public scoping meeting for the proposed project on February 21, 2017.

A revised NOP was subsequently issued on June 4, 2018 to account for modifications to the project description. The County held a second public scoping and informational meeting on June 14, 2018, in Auburn, California. A scoping report including the NOPs, summaries of oral and written comment received, and copies of all written comments received from both public scoping processes are included in Appendix A of the Draft SEIR.

The Draft SEIR (State Clearinghouse Number 2007062084) was received by the State Clearinghouse and circulated for a 60-day public review period beginning on February 20, 2020. Due to logistical review concerns and potential difficulties reaching County staff associated with the coronavirus disease 2019 (COVID-19) public health protection measures, the comment period was extended from 60 days to 90 days, concluding on May 20, 2020. This period satisfied the requirement for the public review period as set forth in Public Resources Code Section 21091(a) and CEQA Guidelines Section 15105. The County held a public meeting on May 14, 2020 via teleconferencing.¹ A transcript of the public meeting was prepared and is included in Chapter 2, “Responses to Comments,” of the Final SEIR. Over 500 comments were received during the public comment period, including comments received at the May 14, 2020 Planning Commission meeting.

The County published the Final SEIR for the proposed project on September 4, 2020. The Final SEIR includes comments received on the Draft SEIR, responses to significant environmental issues raised in the comments, and revisions to the text of the Draft SEIR. The comments in the Final SEIR and the Draft SEIR as revised by the Final SEIR constitute the SEIR for the proposed project.

IV. Record Of Proceedings

For the purposes of CEQA, and the findings herein set forth, the administrative record for the proposed project consists of those items listed in Public Resources Code Section 21167.6, subdivision (e). The record of proceedings for the County Board of Supervisor’s decision on the proposed project consists of the following documents, at a minimum:

- The 2010 Draft EIR prepared for the HFRP in June 2009, all appendices to the 2010 Draft EIR, and all documents relied upon or incorporated by reference;
- The 2010 Certified Final EIR prepared for the HFRP in December 2009, including comments received on the 2010 Certified Draft EIR; the City’s responses to those comments; technical appendices; and all documents relied upon or incorporated by reference;
- The NOP and all other public notices issued by the County in conjunction with the project prepared in January 2017;
- Minutes and transcripts of the Draft SEIR public scoping meeting held on February 21, 2017;
- The revised NOP and all other public notices issued by the County in conjunction with the project prepared in June 2018;
- Minutes and transcripts of the Draft SEIR public scoping meeting held on June 14, 2018;
- The Draft SEIR, all appendices to the Draft SEIR, and all documents relied upon or incorporated by reference;
- All comments submitted by agencies or members of the public during the 90-day comment period on the Draft SEIR;
- The Final SEIR for the project, including comments received on the Draft SEIR; the County’s responses to those comments; technical appendices; and all documents relied upon or incorporated by reference;
- The Mitigation Monitoring and Reporting Program (MMRP) for the project;

¹ Public meetings that occur through virtual means are held in compliance with both the Ralph M. Brown Act and the Governor’s Executive Orders, specifically Executive Orders N-29-20 and N-35-20. Those orders modified Brown Act requirements to allow public meetings to occur through teleconferencing means with limited person-to-person physical contact.

- All other reports, studies, memoranda, maps, staff reports, or other planning documents relating to the project prepared by the County or consultants to the County with respect to the County's compliance with the requirements of CEQA and with respect to the County's action on the project;
- All resolutions or findings adopted by the County regarding the project, and all staff reports, analyses, and summaries related to the adoption of those resolutions or findings;
- Any documents expressly cited in these findings, in addition to those cited above; and
- Any other materials required for the record of proceedings by Public Resources Code Section 21167.6, subdivision (e).

Pursuant to Guidelines Section 15091(e), the administrative record of these proceedings is located at, and may be obtained from, the Placer County Community Development Resource Agency at 3091 County Center Drive, Suite 190, Auburn, CA 95603. The Placer County Community Development Resource Agency is the custodian of these documents and other project-related materials.

The Board of Supervisors has relied on all of the documents listed above in reaching its decisions on the proposed project even if not every document was formally presented to the Board of Supervisors or County Staff as part of the County files generated in connection with the proposed project. Without exception, any documents set forth above not found in the project files fall into one of two categories. Many of them reflect prior planning or legislative decisions with which the Board of Supervisors was aware in approving the proposed project. (See *City of Santa Cruz v. Local Agency Formation Commission* (1978) 76 Cal.App.3d 381, 391-392; *Dominey v. Department of Personnel Administration* (1988) 205 Cal.App.3d 729, 738, fn. 6.) Other documents influenced the expert advice provided to County Staff or consultants, who then provided advice to the Board of Supervisors as the final decision-making body. For that reason, such documents form part of the underlying factual basis for the Board of Supervisor's decisions relating to approval of the proposed project. (See Pub. Resources Code, Section 21167.6, subd. (e)(10); *Browning-Ferris Industries v. City Council of City of San Jose* (1986) 181 Cal.App.3d 852, 866; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 153, 155.)

V. Findings Required Under CEQA

Public Resources Code Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute provides that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to provide that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles presented in Public Resources Code Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions.

As noted earlier, the first such finding is that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. For purposes of these findings, the term "avoid" refers to the effectiveness of a mitigation measure to reduce an otherwise significant effect to a less-than-significant level. In contrast, the term "substantially lessen" refers to the effectiveness of such measure or measures to

substantially reduce the severity of a significant effect, but not to reduce that effect to a less-than-significant level.

The second permissible finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and that such changes have been adopted by such other agency or can and should be adopted by such other agency (CEQA Guidelines, Section 15091[a][2]).

The third potential conclusion is that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR. (CEQA Guidelines Section 15091.) Public Resources Code Section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.” CEQA Guidelines Section 15364 adds another factor: “legal” considerations. (See also *Citizens of Goleta Valley v. Bd. of Supervisors* (1990) 52 Cal.3d 553, 565 (“*Goleta II*”).

The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417; *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506-1509; see also *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001). Moreover, “feasibility” under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.” (*City of Del Mar, supra*, 133 Cal.App.3d at p. 417; see also *California Native Plant Society, supra*, 177 Cal.App.4th; *San Diego Citizenry Group v. County of San Diego* (2013) 219 Cal.App.4th 1, 17.)

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility for modifying the project lies with some other agency. (CEQA Guidelines, Section 15091, subd. (a), (b).)

With respect to a project for which significant impacts are not mitigated to a less-than-significant level, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project’s “benefits” rendered “acceptable” its “unavoidable adverse environmental effects.” (CEQA Guidelines, Sections 15093, 15043, subd. (b); see also Pub. Resources Code, Section 21081, subd. (b).)

The California Supreme Court has stated, “[t]he wisdom of approving ... any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (*Goleta II, supra*, 52 Cal.3d at p. 576.)

The findings of the Board of Supervisors with respect to the project’s significant effects and mitigation measures are set forth in the SEIR and these Findings of Fact. The Summary of Findings provides a summary description of each potentially significant and significant impact, describes the applicable mitigation measures identified in the SEIR and adopted by the Board of Supervisors, and states the findings of the Board of Supervisors regarding the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the SEIR, which are incorporated by reference. The Board of Supervisors hereby ratifies, adopts, and incorporates the analysis and explanation in the record into these findings, and ratifies, adopts, and incorporates in these findings the determinations and conclusions of the SEIR relating to

environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

VI. Findings Regarding Less-Than-Significant Impacts (No Mitigation Required)

The County agrees with the characterization in the Draft SEIR of all project impacts identified as “less than significant” and finds that those impacts have been described accurately and are either less than significant or have no impact, as described in the Draft SEIR. Section 15091 of the CEQA Guidelines does not require specific findings to address environmental effects that an EIR identifies as having “no impact” or a “less than significant” impact. The impacts where the proposed project would result in either no impact or a less-than-significant impact, and which require no mitigation, are identified in the bulleted list below. The less-than-significant conclusions and findings for these impacts are consistent with the findings of the 2010 Certified EIR. Please refer to the Draft SEIR and the Final SEIR for more detail.

LAND USE

- Impact 4-1: Land Use and Agricultural Resources — Adverse Effect on Agricultural or Timber Resource Operations or Conversion of Important Farmland to Nonagricultural Uses.
- Impact 4-2: Land Use and Agricultural Resources — Alteration of Land Use and Potential Conflicts with Existing or Future Land Uses Adjacent to the Project Area.
- Impact 4-3: Land Use and Agricultural Resources — Potential for Conflicts with Land Use or Agricultural Resource Plans, Policies, or Regulations.
- Impact 4-4: Land Use and Agricultural Resources — Local Roadway Improvements and Potential Conflicts with Existing or Future Land Uses Adjacent to the Project Area.

GEOLOGY, SOILS, AND SEISMICITY

- Impact 5-4: Soils, Geology, and Seismicity — Risks to People and Structures Caused by Landslides.
- Impact 5-5: Soils, Geology, and Seismicity — Limited Ability for Soils to Support Operation of a Wastewater Disposal System.

VISUAL RESOURCES

- Impact 7-1: Visual Resources — Short-Term Changes in Visual Resources Associated with Project Construction.
- Impact 7-2: Visual Resources — Long-Term Changes in Visual Resources Associated with amenities for the Proposed HFRP Trails Expansion Project.
- Impact 7-4: Visual Resources — Increased Light and Glare.

TRANSPORTATION and Circulation

- Impact 8-1: Transportation and Circulation – Conflict with an Adopted Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle and Pedestrian Facilities-Temporary Increase in Traffic during Construction
- Impact 8-2: Transportation and Circulation – Conflict with Adopted Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle and Pedestrian Facilities-Existing Plus Project Conditions.
- Impact 8-6: Transportation and Circulation — Result in Inadequate Emergency Access or Access to Nearby Uses.

AIR QUALITY

- Impact 9-1: Air Quality — Short-Term Emission of Criteria Air Pollutants and Precursors during Construction.
- Impact 9-2: Air Quality — Long-Term, Regional Emissions of Criteria Air Pollutants and Ozone Precursors Associated with Project Operation.
- Impact 9-4: Air Quality — Long-Term (Local) Mobile-Source Emissions of Carbon Monoxide during Project Operation.
- Impact 9-5: Air Quality — Exposure of Sensitive Receptors to Odors.

NOISE

- Impact 10-1: Noise — Short-Term Construction-Generated Noise Levels Exceeding County Standards.
- Impact 10-2: Noise — Increases in Long-Term (Operational) Noise Levels from Non-transportation Stationary and Area Sources.
- Impact 10-4: Noise — Exposure of Persons to or Generation of Excessive Ground borne Vibration or Noise Levels.

HYDROLOGY AND WATER QUALITY

- Impact 11-5: Hydrology and Water Quality — Exposure of People or Structures to Flooding.

BIOLOGICAL RESOURCES

- Impact 12-7: Biological Resources — Potential Loss of Brandegees Clarkia and other Special-Status Plant Species.

PUBLIC SERVICES AND UTILITIES

- Impact 13-1: Public Services and Utilities — Potential for Project Operation to Require Construction or Relocation of New Facilities for Provision of Water or Wastewater.
- Impact 13-2: Public Services and Utilities — Increase in Demand for Police Services.
- Impact 13-5: Public Services and Utilities — Temporary Disruption of Utility Service during Construction.
- Impact 13-6: Public Services and Utilities — Increase in Solid Waste and Wastewater Generation.

HAZARDS AND HAZARDOUS MATERIALS

- Impact 14-3: Hazardous Materials and Hazards — Potential for a Public Safety Hazard from Hunting Activities.
- Impact 14-5: Hazardous Materials and Hazards — Increased Risk of Health Hazard from Vector-borne Diseases.

GREENHOUSE GAS EMISSIONS AND ENERGY

- Impact 15-1: Greenhouse Gas Emissions and Energy – Greenhouse Gas Emissions
- Impact 15-2: Greenhouse Gas Emissions and Energy – Conflicts with Applicable Plans, Policies or Regulations.

CUMULATIVE LAND USE AND AGRICULTURAL RESOURCES

- Land Use and Agricultural Resources — Consistency with the Land Uses and Zoning of the Project Area, Including the Goals and Policies of the General Plan and Placer Legacy.

CUMULATIVE SOILS, GEOLOGY, SEISMICITY AND MINERAL RESOURCES

- Increase Erosion Hazards and Disturbance of Naturally Occurring Asbestos.

CUMULATIVE CULTURAL AND TRIBAL CULTURAL RESOURCES

- Potential for Disturbance of Undiscovered Cultural Resources or Human Remains.

CUMULATIVE AIR QUALITY

- Short-Term Emission of Criteria Air Pollutants and Precursors during Construction; Long-Term, Regional Emissions of Criteria Air Pollutants and Ozone Precursors Associated with Project Operation; and Long-Term (Local) Mobile-Source Emissions of Carbon Monoxide during Project Operation.

CUMULATIVE NOISE

- Short-Term Construction-Generated Noise Levels and Increases in Long-Term (Operational) Noise Levels from Non-transportation Stationary and Area Sources.

CUMULATIVE HYDROLOGY AND WATER QUALITY

- Temporary Discharges of Sediment and Other Contaminants into Local Waterways, Increased Demand for Groundwater, and Exposure of People or Structures to Flooding.

CUMULATIVE BIOLOGICAL RESOURCES

- Potential for Adverse Effects on Special-Status Species.

CUMULATIVE PUBLIC SERVICES AND UTILITIES

- Increased Demand for Police and Fire Protection Services and Increases Demand for Potable Water and Wastewater Disposal.

CUMULATIVE HAZARDS AND HAZARDOUS MATERIALS

- Incremental effect in Storage, Use, Handling, or Transport of Hazardous Materials.

CUMULATIVE GREENHOUSE GAS

- Increased Generation of Greenhouse Gas Emission.

CUMULATIVE WILDFIRE

- Increased Risk of Wildfire.

VII. Findings For Impacts of the Proposed Project Mitigated to Less Than Significant

In accordance with Public Resources Code Section 21081 and CEQA Guidelines Section 15091, subdivision (a), this section provides a specific finding for each potentially significant environmental impact and its associated mitigation measures.

The potentially significant impacts and the mitigation measures that will reduce them to a less-than-significant level are summarized below and herein incorporated by reference. Impact 6-4, Impacts 8-4 and 8-5, Impacts 13-3 and 13-4, and Impact 16-1 are new impacts not previously considered in the 2010 Certified EIR. The remainder of the potentially significant impacts and findings discussed below are consistent with the findings of the 2010 Certified EIR.

Mitigation Measures starting with “S” either originate in the Draft SEIR or include language that was altered from the language included in the 2010 Certified EIR. Mitigation Measures without a “S” are unaltered from the 2010 Certified EIR except where noted in the Final SEIR. Please refer to the Draft SEIR and the Final SEIR for more detail.

The Parks Division is recommending a “Reduced Project”, and the Findings for Impacts associated with the Reduced Project are specifically noted below.

The Board of Supervisors hereby finds that feasible mitigation measures have been identified in the Final SEIR and these Findings of Fact that will avoid or substantially lessen the potentially significant environmental impacts to a less-than-significant level.

GEOLOGY, SOILS, AND SEISMICITY

Impact 5-1: Soils, Geology, and Seismicity—Construction- and Operation-Related Erosion Hazards.

Based on soil types and topography, the excavation and grading of soil could result in erosion during construction, particularly during periods of strong winds or storm events. Long-term maintenance is required to support improved structures and trail network. The proposed trail system would be maintained as a natural-surface trail system that would increase the amount of soil exposed to wind and water erosion, and use of the trails by hikers, bikers, and equestrians could cause some long-term erosion. Regular maintenance in the project area in areas of exposed soil could also cause erosion during operation of the park. This impact would be potentially significant.

Mitigation Measure S5-1: Obtain Authorization for Construction and Operation Activities with the Central Valley Regional Water Quality Control Board and Implement Erosion and Sediment Control Measures as Required.

A. Implement Stormwater Best Management Practices (BMPs).

Water quality treatment facilities/BMPs shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment (2015), and for Industrial and Commercial (or other similar source as approved by the County).

Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the County. BMPs shall be designed in accordance with the West Placer Storm Water Quality Design Manual for sizing of permanent post-construction Best Management Practices for stormwater quality protection. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by appropriate regulatory authorities.

All permanent BMPs shall be maintained as required to ensure effectiveness.

B. Obtain Regional Water Quality Control Board (RWQCB) Permit and Implement Construction BMPs.

Prior to any construction commencing on projects with ground disturbance exceeding 1 acre, the applicant shall provide evidence of a Waste Discharge Identification Number (WDID) number generated from the State Regional Water Quality Control Board's Stormwater Multiple Application & Reports Tracking System (SMARTS). This serves as the Regional Water Quality Control Board approval or permit under the National Pollutant Discharge Elimination System (NPDES) construction storm water quality permit.

BMPs shall be designed to ensure that pollutants contained in project-related storm water discharges are reduced to the maximum extent practicable and that non-storm water

discharges are prevented from leaving the site, both during and after construction, as required by Placer County's Stormwater Quality Ordinance.

Construction (temporary) BMPs for the project include, but are not limited to:

- Use temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils;
- Store materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water;
- Use water for dust control;
- Construct sediment control basins;
- Regular sweeping of entry and exit areas to minimize off-site sediment transport;
- Install traps, filters, or other devices at drop inlets to prevent contaminants from entering storm drains; and
- Use barriers, such as straw bales, perimeter silt fences, or placement of hay bales, to minimize the amount of uncontrolled runoff that could enter drains or surface water.

C. Implement Post-Development BMPs.

Post-development (permanent) BMPs for the project include, but are not limited to:

- The project will have an effective system of erosion and sedimentation control, consisting of vegetative and structural measures and management practices, to reduce the damage of erosion and costly clean-up procedures.
- Following trail construction, wattles/fiber rolls and/or gravel-filled bags will remain in place until permanent stabilization measures have proven successful.
- For the duration of the project, storm drainage within ditch systems associated with switchback construction will have stabilized ditch protection. This will consist of filter fabric, mulch, or a 3-inch gravel base.
- Plan development to fit the particular topography, soils, waterways, and natural vegetation of the site, to avoid the creation of erosion problems on the site.
- Reduce erosion hazards and runoff volumes and velocity by limiting the length and steepness of slopes. Slopes subject to erosion should not be steeper than 2:1 horizontal to vertical.
- Break up long steep slopes by benching, terracing, or diversion structures.
- Use existing vegetation to control erosion to (a) shield the soil surface from rain, (b) increase infiltration, (c) reduce velocity of runoff and (d) hold soil in place and act as a filter.
- Time the project so that grading and construction occur during the normal dry season to the extent feasible.
- The County shall also consult with the RWQCB to acquire the appropriate regulatory approvals that may be necessary to obtain Section 401 water quality certification.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure S5-1 requires the County to obtain authorization for construction and operation activities from the Central Valley Regional Water Quality Board and implement erosion and sediment control measures as required, including stormwater, construction, and post-development BMPs, to reduce the amount of soil eroding and entering area waterways. Implementation of Mitigation Measures S5-1 would reduce this impact to a **less-than-significant** level.

Impact 5-2: Soils, Geology, and Seismicity— Risks to People from Naturally Occurring Asbestos.

The alignment of trails under the HFRP Trails Expansion Project travels through land identified as moderately likely to contain naturally occurring asbestos because of the types of metamorphic and igneous rocks that are present. Soil disturbance during construction activities (e.g., grading, excavation) for new facilities and structures (e.g., roadways, trails, restrooms, bridges, overlooks, access and parking areas) could expose workers and nearby recreationists to increased health risks from inhaling dust that contains asbestos. The potential to impact human health from exposure to asbestos material is potentially significant.

See Mitigation Measure 9-1 in Chapter 9.0, “Air Quality”: Conduct On-Site Soil Testing and Prepare and Implement an Asbestos Dust Control Plan, If Needed.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure 9-1 requires On-Site Soil Testing; preparation and implementation of an Asbestos Dust Control Plan, if needed, consistent with Placer County Air Pollution Control District (PCAPCD) Rule 228 and Section 93105 of the California Health and Safety Code; and if asbestos containing soil is found on trail surfaces, the asbestos dust control plan must include provisions, including capping or other treatment of trail surfaces to avoid exposure by trail users. Implementation of Mitigation Measure 9-1 would reduce impacts associated with risks to people from naturally occurring asbestos to a **less-than-significant** level.

Impact 5-3: Soils, Geology, and Seismicity—Risks to People and Structures Caused by Strong Seismic Ground Shaking or Fault Rupture.

The potentially active Deadman Fault (part of the Bear Mountains Fault Zone) crosses the eastern portion of the expansion project area. Although all project-related facilities and structures would be designed and constructed in accordance with the current design requirements for the California Building Code (CBC) and the project area is not located in an Alquist-Priolo Earthquake Fault Zone, the project could construct buildings and/or structures across a known fault trace. Because the project could create a substantial increased risk of injury or property damage from strong seismic ground shaking and/or fault rupture, this impact could be potentially significant.

Mitigation Measure S5-2: Obtain and Implement Seismic Engineering Design Recommendations.

- a. Prior to issuance of grading permits, the applicant shall obtain the services of a qualified, licensed geotechnical engineer to examine for traces of any relevant fault zone within the project area, and develop engineering design recommendations for the project area. The recommendations shall include calculation of seismic shaking hazards using the appropriate computer modeling software, and shall include specific structural design recommendations to minimize potential damage to buildings and structures from seismic events. The recommendations shall also include an examination of the traces of the Bear Mountain fault

system within the project area, including surface reconnaissance, and shall make recommendations for building foundation and infrastructure design accordingly. All appropriate design recommendations shall be implemented during the project design and construction phases.

- b. No structures intended for human occupancy shall be constructed within a 100-foot-wide no building zone over the Bear Mountain fault traces. However, following completion of the seismic study required in (a) above, the no building zone may be modified if recommended by the geotechnical engineer.
- c. Prior to issuance of grading permits, the applicant shall obtain the services of a qualified, licensed geotechnical engineer to prepare a comprehensive final geotechnical report for the entire project area with specific design recommendations sufficient to ensure the safety of soil conditions, project structures, and site occupants. The report shall include project design and construction recommendations to address:
 - Site preparation and grading, including surface and subsurface prep work, engineered fill materials, fill placement and compaction, trench backfill, erosion/winterization, slope stability, and surface drainage;
 - Foundation requirements specific to the location of each component of the proposed project;
 - Concrete slabs-on-grade, both interior and exterior;
 - Retaining and below grade walls; and
 - Road, pavement, and parking area design.
 - The seismic engineering design recommendations shall be incorporated into the project design. Adequate field inspection shall occur during construction.
 - It is the responsibility of the County to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure S5-2 requires the applicant to obtain the services of a qualified, licensed geotechnical engineer to prepare a comprehensive geotechnical report for the entire project area with specific design recommendations sufficient to ensure the safety of soil conditions, project structures, and site occupants. The County would ensure earthwork has been performed in conformity with recommendations contained in the report. Implementation of Mitigation Measure S5-2 would reduce impacts associated with the substantial increased risk of injury or property damage from strong seismic ground shaking and/or fault rupture to a **less-than-significant** level.

CULTURAL AND TRIBAL RESOURCES

Impact 6-1: Cultural Resources—Potential for substantial adverse change to a Significant Cultural Resource.

Nine potentially significant cultural resources and one significant archaeological resource were documented within the Spears Ranch portion of the HFRP in the 2010 Certified EIR. The analysis found that park construction could damage or destroy these cultural resources and increasing public recreation use of the project area would create a risk of indirect damage to potentially significant or significant cultural resources.

Mitigation Measure 6-1: Design Project to Avoid Potentially Significant Direct Impacts to Cultural Resources and Actively Monitor Resources for Indirect Impacts.

The County will prepare detailed design of trails, roads, and other HFRP Trail Expansion project facilities to ensure that direct effects associated with project implementation avoids all significant and potentially significant documented cultural resources in the project area. As part of the County's ongoing operational responsibility, usage that threaten any potentially significant documented cultural resources will be actively managed to avoid damage. If designing such trails and facilities to avoid potential impacts is not feasible or if management of trail expansion areas usage indicates potential impacts to significant or potentially significant cultural resources, an approved treatment plan shall be drafted and implemented to mitigate the significant impacts. Such a plan may include one or more of the following elements:

- vegetation removal and surface inspection;
- ethnographic studies or Native American consultation, or both;
- subsurface testing; and
- if necessary, data recovery.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure 6-1 requires the County to modify project plans to avoid potentially significant cultural resources and actively monitor potential indirect impacts to resources from visitors and modifying project plans to avoid significant cultural resources. With implementation of Mitigation Measure 6-1, impacts associated with potential disturbance of significant cultural resources would be **less than significant**.

Impact 6-2: Cultural Resources—Potential for Disturbance of Undiscovered Cultural Resources.

The park and Trails Expansion project vicinity are known to contain numerous historic and prehistoric resources. In addition, buried traces of historic-era activity and early Native American occupation that remain undocumented may be present within and in the vicinity of proposed trails. Ground-disturbing activities during construction of trails and project area facilities could disturb undiscovered cultural resources. Because of the potential for disturbing undiscovered cultural resources during construction of trails, overlooks, bridges and parking facilities, this impact would be potentially significant.

Mitigation Measure 6-2: Protect Previously Unknown Cultural Resources.

Given the potential for subsurface deposits, if undocumented resources are encountered during construction, all work in the vicinity of the find shall cease until a qualified professional archaeologist can assess the significance of the find and, if appropriate, provide recommendations for treatment. Preferred measures for treatment may include no action, avoidance of the resource through the relocation of facilities (e.g., “field-fit” of a trail alignment to avoid the resource) or subsurface testing, or relocation to another location not subject to disturbance. For any such discovery, a memorandum documenting the results of the evaluation shall be provided to the County by the archaeologist, and the County shall forward the memorandum to the California Department of Parks and Recreation and the State Historic Preservation Officer.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure 6-2 requires that if undocumented resources are encountered during construction, all work in the vicinity of the find would cease until a qualified professional archaeologist can assess the significance of the find and, if appropriate, provide recommendations for treatment. With implementation of Mitigation Measure 6-2, impacts associated with potential disturbance of undiscovered cultural resources would be **less than significant**.

Impact 6-3: Cultural Resources—Potential for Disturbance of Unknown Human Interments.

No evidence of human remains was found within or near the project area. However, undiscovered human interments could be encountered during project-related ground-disturbing activities. Because of the potential for encountering unknown human interments during park and project area construction of trails and park facilities, this impact would be potentially significant.

Mitigation Measure 6-3: Stop Potentially Damaging Work if Human Remains are Uncovered during Construction.

In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, the construction contractor or the County, or both, shall immediately halt potentially damaging excavation in the area of the burial and notify the County coroner and a qualified professional archaeologist to determine the nature of the remains. The coroner shall examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands, in accordance with Section 7050(b) of the Health and Safety Code. If the coroner determines that the remains are those of a Native American, he or she shall contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). After the coroner’s findings are presented, the County, the archaeologist, and the NAHC-designated Most Likely Descendant (MLD) shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed.

Upon the discovery of Native American remains, the procedures above regarding involvement of the County coroner, notification of the NAHC, and identification of a MLD shall be followed. The County shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD shall have 48 hours after being granted access to the site to complete a site inspection and make recommendations. A

range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. Assembly Bill (AB) 2641 (Chapter 863, Statutes of 2006) suggests that the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641 includes a list of site protection measures and states that the County shall comply with one or more of the following measures:

- Record the site with the NAHC or the appropriate Information Center.
- Utilize an open-space or conservation zoning designation or easement.
- Record a document with the county in which the property is located.

The County or its authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify a MLD, or if the MLD fails to make a recommendation within 48 hours after being granted access to the site. The County or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the MLD, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure 6-3 requires that if human remains are uncovered during ground-disturbing activities, the construction contractor or the County, or both, would immediately halt potentially damaging excavation in the area of the burial and notify the County coroner and a qualified professional archaeologist to determine the nature of the remains. If the coroner determines that the remains are those of a Native American, the NAHC would be notified and a NAHC-designated MLD would be identified to determine the ultimate treatment and disposition of the remains. Adherence to procedures identified in Mitigation Measure 6-3 and other provisions of the California Health and Safety Code and AB 2641 would reduce potential impacts on human remains to a **less-than-significant** level.

Impact 6-4: Tribal Cultural Resources—Impacts on Tribal Cultural Resources.

Impacts on Tribal Cultural Resources (TCR) were not evaluated under separate significance criteria in the 2010 Certified EIR, as such criteria had not yet been adopted. The HFRP Trail Expansion Project may result in impacts on Tribal Cultural Resources. A site visit was conducted and no other TCRs were noted in the project development areas of any of the other sites during the site visit. However, new ground disturbance could have a potentially significant impact on TCRs.

Mitigation Measure S6-4: Post Ground-Disturbance Site Visit.

Although no unique archaeological resources have been identified within the project development areas and the NAHC Sacred Lands database search was negative, there is a possibility that resources which United Auburn Indian Community of the Auburn Rancheria (UAIC) or Colfax Todds Valley tribal members consider to be Tribal Cultural Resources could be unearthed during project construction.

Once new trails and/or parking areas have been graded and prior to the new trails and/or parking areas being opened to the public, the County will notify the UAIC and the Colfax Todds Valley Consolidated Tribe so they may conduct an additional site visit, if they desire.

In addition, if tribal cultural resources are identified that have the potential to be adversely affected by the project, Placer County will work with the tribes to minimize those impacts. Examples of impact minimization could include:

- (1) avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context
- (2) treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - (A) protecting the cultural character and integrity of the resource;
 - (B) protecting the traditional use of the resource; or
 - (C) protecting the confidentiality of the resource.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

With implementation of Mitigation Measure S6-4, the UAIC and the Colfax Todds Valley Consolidated Tribe members will be notified following grading activities and provided the opportunity to conduct site visits for TCRs prior to general public access, which reduces this potentially significant impact to a **less than significant** level.

TRANSPORTATION AND CIRCULATION

Impact 8-4: Transportation and Circulation – Conflict with adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities-Increase in Traffic Impacts Associated with Project Access.

The project would introduce a new point of access onto the local roadway network at the Twilight Ride and Curtola Ranch Road entrances and provide a new public access to Garden Bar 40 parking area, while the existing access at Mears Place would remain. The adequacy of these points has been considered with regards to applicable safety and design standards.

At the Twilight Ride site, the centerline of the proposed access location is roughly 80 feet from parcel's southern boundary. Thus the 150-foot taper would begin along the edge of pavement roughly 122 feet south of the property line and widen to about 8 feet at the property line. Depending on the right of way location in this area, this work may encroach into the adjoining parcel. A shorter taper may be needed to avoid encroaching into the adjoining parcel, and this deviation from Plate 116 would require an engineer to design an acceptable alternative and request an approval from Placer County's Director of Public Works. The impact due to construction of the new access point is potentially significant.

The extent to which a portion of Twilight Ride can be operated without a left turn lane has been considered. Proportionately, 9 left turns represent 75 percent of the left turn demand at full occupancy. Therefore, 75 percent of the Twilight Ride parking supply could be created before a left turn lane was needed, and that point is not reached until Phase 2 of construction within the originally-proposed full build-out of the Project. The Reduced Project proposes the construction of only Phase 1 at the Twilight Ride parking area and, therefore, no left-turn lane is required.

Mitigation Measure S8-4: Prepare Improvement Plans and Construct Improvements for Access to Twilight Ride.

With the initial Phase of the parking space construction and access at the Twilight Ride site, Improvement Plans shall be prepared showing the construction of a driveway encroachment onto Bell Road to a Plate 116 Major Land Development Manual standard, unless an alternative is approved by the County Department of Public Works that results in an equal level of performance based on the considerations listed in General Plan Policy 3.A.7(5) (listed earlier in this chapter). The design speed along Bell Road shall be 40 miles per hour, unless an alternate design speed is approved by the Department of Public Works (DPW). The improvements shall begin at the outside edge of any future lane(s) as directed by the DPW and the ESD. The Plate 116 structural section within the main roadway right-of-way shall be designed for a Traffic Index of 7.5 but said section shall not be less than 3 inches of Hot Mix Asphalt (HMA) over 8 inches of Class 2 Aggregate Base (AB) unless otherwise approved by the ESD.

Mitigation Measure S8-5: Construct Left Turn Lane at Access to Twilight Ride.

Prior to operation of Phase 2 (time at which point 75 percent of the parking stalls at the Twilight Ride access are constructed), Improvement Plans meeting County standards shall be prepared showing the construction of a left turn lane at the Twilight Ride access encroachment from Bell Road onto the site to the satisfaction of the Department of Public Works. Traffic stripe removal, new striping and pavement markings shall conform to criteria specified in the latest version of the Caltrans Highway Design Manual for a design speed of 40 miles per hour (mph), unless an alternative is approved by the Department of Public Works.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure S8-4 requires the preparation of Improvement Plans meeting County standards on plate 116 for installing a separate northbound left turn lane on Bell Road and construction of a driveway entrance taper for the Twilight Ride site.

Traffic levels associated with the Reduced Project (i.e. Twilight Ride, Phase 1) would not rise to the level requiring Mitigation Measure S8-5 for a left-hand turn lane. Mitigation Measure S8-4 requiring Improvement Plans showing the construction of a driveway encroachment onto Bell Road would still be implemented with the Reduced Project. Even with the elimination of Mitigation Measure S8-5, traffic levels would be reduced enough that potential traffic impacts associated with project access would also be reduced to a **less-than-significant** level.

Impact 8-5: Transportation and Circulation – Cause a substantial increase in hazards to motorists, pedestrians, and bicyclists attributable to a geometric design feature or incompatible uses.

Operation of the HFRP Trails Expansion would introduce vehicles and equestrian trailers and potentially increase bicycle and pedestrian activity onto a rural roadway network where the roads are narrow, with short sight distance and little room for pull outs. If new access driveways are not properly designed, there is a potential for conflict between pedestrians, motor vehicles, and bicyclists.

There is no guarantee that visitors may not occasionally elect to park off-site and walk to the new trail expansion areas. Pedestrian travel between off-site parking and the proposed expansion entrances could create automobile / pedestrian safety conflicts. Hazards to motorists, pedestrians and bicyclists is potentially significant.

The project will add traffic to Cramer Road, which experienced collisions at a rate that exceeded the statewide average for similar facilities during the time period from January 1, 2014 through December 31, 2016, but which had no reported accidents between January 1, 2017 through December 31, 2019. As a result of the project's impact to safety on Cramer Road during the 2014-2016 period, which was the time period analyzed in the Draft SEIR, the impact is considered to be potentially significant.

While the amount of regular bicycle activity that might be generated by the trail expansion visitors is unknown, the project could incrementally contribute to the use of study area roads for this purpose. This impact would be potentially significant.

Mitigation Measure S8-1: Implement Traffic Control Measures During Park Reservation-based Events.

Reservation-based events (involving less than 200 people on-site at a given time) entering at the Garden Bar entrance would be regulated by the County Parks Division Reservation System. The Reservation System would include, but not be limited to, applicable restrictions on:

- number of events – limited to six (6) times per year;
- event start and end times so as to minimize impacts to traffic along Garden Bar Road and not to exceed peak usage capacity or coincide with scheduled use of the road by school buses;
- regulate the days and/or times of reservation-based events to avoid peak days or times such as holiday weekends, as necessary;
- regulation of number and types of vehicles so as not to exceed parking capacity of the unimproved event parking area at the Garden Bar 40 parking area in combination with daily use. The County may regulate the days and/or times of reservation-based events to avoid peak days or times such as holiday weekends, as necessary.

Measure S8-2: Install No Parking Signs to discourage Pedestrian Travel on Local Roads

Prior to the use of the new parking areas, install "No Parking" signs along public roads serving the Project site as authorized by the Placer County Board of Supervisors to discourage offsite parking and limit pedestrian movement between offsite street parking and each project entry. If parking on side streets near park entrances becomes a repetitive problem, the County shall institute "No Parking" areas along the impacted portions of the roadways.

Measure S8-3: Install or Upgrade Traffic Control Devices along Cramer Road

Prior to the public use of the Twilight Ride facility, install or upgrade traffic control devices along Cramer Road to meet current Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) standards for message, location and sign condition to the satisfaction of the Department of Public Works.

See Mitigation Measure S8-4 above. "Prepare Improvement Plans and Construct Improvements for Access to Twilight Ride."

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure S8-1 requires implementation of traffic control measures during reservation-based event to limit the number and timing of events. Mitigation Measure S8-2 requires installation of “No Parking” signs along public roads to discourage offsite parking and pedestrian movement along offsite roads.

Implementation of Mitigation Measure S8-3, which includes the installation or upgrade of traffic control devices along Cramer Road to meet current MUTCD standards for message, location and sign condition to the satisfaction of the Department of Public Works prior to the public use of the Twilight Ride facility, would reduce the project’s impact to safety on Cramer Road.

Mitigation Measure S8-4 requires the preparation of Improvement Plans meeting County standards for installation of an entry at the Twilight Ride property.

With implementation of Mitigation Measures S8-1, S8-2, S8-3, and S8-4, the potential for hazards to motorists, pedestrians, and bicyclists would be reduced to a **less-than-significant** level.

AIR QUALITY

Impact 9-3: Air Quality—Exposure of Sensitive Receptors to Emissions of Toxic Air Contaminants (TACs).

Because the project area is located in an area that is moderately likely to contain naturally occurring asbestos, ground disturbance activities during construction could expose construction workers and surrounding residents to dust from rocks and soil containing naturally occurring asbestos. Some portions of the project area could contain serpentine or ultramafic rock that is common to foothill areas of the county. These types of rock contain thin veins of asbestos that can become airborne when disturbed by grading or mining. Overall, the amount of asbestos is relatively small and typically amounts to less than 1% of the total rock mass. Nevertheless, when material containing naturally occurring asbestos is disturbed, asbestos fibers may be released and become airborne, thereby creating a potential health hazard. Thus, this impact would be potentially significant.

Mitigation Measure 9-1: Conduct On-Site Soil Testing and Prepare and Implement an Asbestos Dust Control Plan, If Needed.

Prior to construction activity, the County shall test the on-site soils for the presence of asbestos. If naturally-occurring asbestos, serpentine, or ultramafic rock is either known to be located onsite, or is disclosed in the project’s geology/soils survey report, or if the project is located in, partly or entirely, “a most likely” to contain Naturally Occurring Asbestos Area, as shown on the Geologic maps prepared by the California Geologic Survey (formerly the California Division of Mines and Geology), the following measures shall be implemented.

The project shall comply with PCAPCD Rule 228 for fugitive dust control. When the construction area is equal to or greater than one acre, the applicant shall prepare an Asbestos Dust Mitigation Plan (ADMP) as required in Section 93105 of the California Health and Safety Code, “Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations.” The ADMP shall be submitted to the PCAPCD a minimum of 21 days before construction activity is scheduled to commence. The applicant should contact the PCAPCD before retaining a qualified state registered geologist to conduct initial geologic evaluations as part of the ADMP application process. The County shall submit the plan to the County Planning Department for review and PCAPCD for review and approval before construction of the first project phase. Approval of the plan must be received from PCAPCD before any asbestos-containing rock (serpentine) can be disturbed. Upon approval of the

asbestos dust control plan by PCAPCD, the County shall ensure that construction contractors implement the terms of the plan throughout the construction period.

If asbestos is found in concentrations greater than 5 percent, the material shall not be used as surfacing material as stated in state regulation California Code of Regulation (CCR) Title 17 Section 93106 ("Asbestos Airborne Toxic Control Measure-Asbestos Containing Serpentine"). The material with naturally-occurring asbestos can be reused at the site for sub-grade material covered by other non-asbestos-containing material in accordance with PCAPCD Rule 228 and Section 93105, Title 17, CCR by the California Air Resources Board per Health and safety Code Section 39666.

If asbestos containing soil is found on trail surfaces, the asbestos dust control plan shall include provisions, including capping or other treatment of trail surfaces to avoid exposure by trail users.

Mitigation Measure S9-2: List Standard Air Quality Notes on Grading and Improvement Plans.

The following standard notes shall be listed on all Grading/Improvement Plans:

- a. Prior to construction activity, a Dust Control Plan or Asbestos Dust Mitigation Plan shall be submitted to the PCAPCD. The Dust Control Plan shall be submitted to the PCAPCD a minimum of 21 days before construction activity is scheduled to commence. The Dust Control Plan can be submitted online via the fill-in form:
<http://www.placerair.org/dustcontrolrequirements/dustcontrolform>.
- b. Construction equipment exhaust emissions shall not exceed the PCAPCD Rule 202 Visible Emissions limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by the PCAPCD to cease operations, and the equipment must be repaired within 72 hours.
- c. Dry mechanical sweeping is prohibited. Watering of a construction site shall be carried out to mitigate visible emissions. (Based on PCAPCD Rule 228 / Section 301).
- d. The contractor shall apply water or use methods to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. (Based on PCAPCD Rule 228 / section 304).
- e. During construction activity, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust or visible emissions from crossing the project boundary line. (Based on PCAPCD Rule 228 / section 401.2).
- f. The contractor shall suspend all grading operations when fugitive dust exceeds the PCAPCD Rule 228 (Fugitive Dust) limitations. Visible emissions of fugitive dust shall not exceed 40% opacity, nor go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed PCAPCD Rule 228 limitations. (Based on PCAPCD Rule 228 / section 302 & 401.4).
- g. The prime contractor shall be responsible for keeping adjacent public thoroughfares clean by keeping dust, silt, mud, dirt, and debris from being released or tracked offsite. Wet broom or other methods can be deployed as control and as approved by the individual jurisdiction. (Based on PCAPCD Rule 228/ section 401.5).
- h. The contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are high enough to result in dust emissions crossing the boundary line,

despite the application of dust mitigation measures. (Based on PCAPCD Rule 228 / section 401.6).

- i. To minimize wind-driven dust during construction, the prime contractor shall apply methods such as surface stabilization, the establishment of a vegetative cover, paving (or use of another method to control dust as approved by Placer County). (Based on PCAPCD Rule 228 / section 402).
- j. The contractor shall not discharge into the atmosphere volatile organic compounds caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance unless such manufacture or use complies with the provisions of Rule 217 Cutback and Emulsified Asphalt Paving Materials.
- k. During construction, open burning of removed vegetation is only allowed under PCAPCD Rule 304 Land Development Smoke Management. A Placer County Air Pollution Control District permit could be issued for land development burning, if the vegetation removed is for residential development purposes from the property of a single or two-family dwelling or when the applicant has provided a demonstration as per Section 400 of the Rule that there is no practical alternative to burning and that the Air Pollution Control Officer (APCO) has determined that the demonstration has been made. The APCO may weigh the relative impacts of burning on air quality in requiring a more persuasive demonstration for more densely populated regions for a large proposed burn versus a smaller one. In some cases, all of the removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site. (Based on PCAPCD Rule 304).
- l. Any device or process that discharges 2 pounds per day or more of air contaminants into the atmosphere, as defined by Health and Safety Code Section 39013, may require an PCAPCD permit. Developers/contractors should contact the PCAPCD before construction and obtain any necessary permits before the issuance of a Building Permit. (PCAPCD Rule 501).
- m. The contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
- n. The contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment. (Placer County Code Chapter 10, Article 10.14).
- o. Idling of construction-related equipment and construction-related vehicles shall be minimized within 1,000 feet of any sensitive receptor (i.e., house, hospital, or school).

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure 9-1 requires On-Site Soil Testing; preparation and implementation of an Asbestos Dust Control Plan, if needed, consistent with PCAPCD Rule 228 and Section 93105 of the California Health and Safety Code; and if asbestos containing soil is found on trail surfaces, the asbestos dust control plan must include provisions, including capping or other treatment of trail surfaces to avoid exposure by trail users. Mitigation Measure S9-2 requires a list of standard notes listed on all Grading/Improvement Plans. Implementation of Mitigation Measures 9-1 and S9-2 would reduce impacts associated with potential exposure to naturally occurring asbestos to a **less-than-significant** level.

NOISE

Impact 10-3: Noise—Increases in Transportation-Related Noise Levels.

Short-term construction of the proposed project would not result in a noticeable (i.e., 3 A-weighted decibels (dBA) or greater) increase in traffic noise levels along area roadways. Noise increases associated with construction traffic would be temporary and would occur during the less noise-sensitive daytime hours. Long-term traffic associated with project operation would not exceed Placer County standards but would result in a noticeable (i.e., 3 dBA or greater) increase in traffic noise levels along area roadways. Short- and long-term traffic-generated noise levels would not exceed applicable Placer County noise standards; however, long-term traffic would increase ambient noise at nearby existing noise-sensitive receptors. This impact would be potentially significant.

Mitigation Measure 10-1: Restrict General Public Traffic to 6 a.m. to 30 Minutes after Sunset.

The County shall restrict all long-term general public traffic to 6 a.m. to 30 minutes after sunset by ensuring that the expansion area parking gates are closed and locked outside of these times. With implementation of Mitigation Measure 10-1, traffic noise level increases on Garden Bar Road North would be reduced below a substantial amount (3 dBA or more), as shown in Table 10-1.

Mitigation Measure S10-2: Use of pavement or similar hard material is required when laying the final surface on access roads and limit vehicle speeds to 25 mph.

The County shall use paving or similar hard surfacing material when constructing new access roads to reduce tire noise generated from interaction with gravel. Vehicle speeds on the newly constructed access roads shall be limited to 25 mph.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure 10-1 requires the County to restrict all long-term general public traffic to 6 a.m. to 30 minutes after sunset by ensuring that the expansion area parking gates are closed and locked outside of these times. Mitigation Measure S10-2 requires paving or similar hard surfacing material when constructing new access roads to reduce tire noise generated from interaction with gravel and requires speed limits below 25 mph. With implementation of Mitigation Measure S10-2 traffic noise level increases would be reduced below a substantial amount (3 dBA or more). With implementation of Mitigation Measures 10-1 and S10-2, potential increases in transportation-related noise would be reduced to a **less-than-significant** level.

HYDROLOGY AND WATER QUALITY

Impact 11-1: Hydrology and Water Quality—Potential for Short-Term, Construction-Related Soil Erosion and Impairment of Water Quality.

The proposed trails expansion project construction could cause short-term degradation of water quality. Areas where vegetation would be removed, and topography altered could be subject to erosion from rain and wind. In addition, accidental spills of construction-related contaminants could occur during construction in the project area. Both of these mechanisms could carry soil and construction-related contaminants to on-site drainages before they are ultimately discharged to Raccoon Creek. This impact

would be potentially significant because the construction areas are close enough to the creeks and river that spills or eroded sediment could reach the waterways.

Mitigation Measure 11-1: Prepare and Implement a Grading and Drainage Plan.

The County shall prepare and submit Grading and Drainage Plans (Plans) and specifications (per the requirements of Section II of the Land Development Manual that are in effect at the time of submittal) for review and approval of work associated with structural design, hydrology associated with the bridges, and grading/drainage associated with the facility development zone. The Plans shall show all conditions affecting those facilities as well as pertinent topographical features. All existing and proposed utilities and easements, on-site and adjacent to those facilities, which may be affected by planned construction, shall be shown on the plans. The County shall pay plan check and inspection fees as applicable.

All proposed grading, drainage improvements, vegetation, tree impacts, and tree removal associated with the proposed trails expansion project, including access roads, parking areas, overlooks, bridges and trails shall be shown on the Plans and all work shall conform to provisions of the County Grading Ordinance (Section 15.48, formerly Chapter 29, Placer County Code) and the Placer County Flood Control District's Stormwater Management Manual. No grading, clearing, or tree disturbance shall occur until the Plans are approved and any required temporary construction fencing has been installed and inspected by a member of the Design Review Committee. All cut/fill slopes included in the Plans shall be at 2:1 (horizontal: vertical) maximum unless a soils report supports a steeper slope and Design Review Committee concurs with said recommendation.

In addition, a drainage report in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Storm Water Management Manual that are in effect at the time of submittal shall be prepared and submitted with the Plans. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: written text addressing existing conditions, the effects of the improvements, all appropriate calculations, a watershed map, increases in downstream flows, proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The report shall identify water quality protection features and methods to be used both during construction and for long-term post-construction water quality protection. BMP measures shall be provided to reduce erosion, water quality degradation, and prevent the discharge of pollutants to stormwater to the maximum extent practicable. In addition, routine maintenance shall be performed on trails expansion facilities to reduce erosion to the extent possible and to repair weather-related damage that could contribute to erosion.

Mitigation Measure S5-1 in Chapter 5.0, "Soils, Geology, and Seismicity": Obtain Authorization for Construction and Operation Activities with the Central Valley Regional Water Quality Control Board and Implement Erosion and Sediment Control Measures as Required.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure 11-1 requires the County to prepare and implement a grading and drainage plan that conforms to the provisions of the County Grading Ordinance (Section 15.48, formerly Chapter 29, Placer County Code) and the Placer County Flood Control District's Stormwater Management Manual as well as with the requirements of Section 5 of the Land Development Manual. Mitigation Measure S5-1 requires the County to obtain authorization for construction and operation activities from the

Central Valley Regional Water Quality Board and implement erosion and sediment control measures as required, including stormwater, construction, and post-development BMPs, to reduce the amount of soil eroding and entering area waterways. Implementation of Mitigation Measures 11-1 and S5-1 would reduce impacts associated with the potential for short-term, construction-related soil erosion and impairment of water quality to a **less-than-significant** level.

Impact 11-2: Hydrology and Water Quality—Potential for Long-Term Soil Erosion and Impairment of Water Quality.

Areas from which vegetation has been removed could be subject to erosion from rain and wind. These mechanisms could carry soil into intermittent drainages before they are ultimately discharged to Raccoon Creek or the Bear River. The proposed trails would be maintained as an exposed dirt surface that would increase the amount of soil exposed to wind and water erosion. Extreme weather events in combination with the disturbed areas could increase erosion and decrease water quality. This impact is considered potentially significant.

See Mitigation Measure 11-1 above: “Prepare and Implement a Grading and Drainage Plan.”

Mitigation Measure S5-1 in Chapter 5.0, “Soils, Geology, and Seismicity”: Obtain Authorization for Construction and Operation Activities with the Central Valley Regional Water Quality Control Board and Implement Erosion and Sediment Control Measures as Required.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure 11-1 requires the County to prepare and implement a grading and drainage plan that conforms to the provisions of the County Grading Ordinance (Section 15.48, formerly Chapter 29, Placer County Code) and the Placer County Flood Control District’s Stormwater Management Manual as well as with the requirements of Section 5 of the Land Development Manual. Mitigation Measure S5-1 requires the County to obtain authorization for construction and operation activities from the Central Valley Regional Water Quality Board and implement erosion and sediment control measures as required, including stormwater, construction, and post-development BMPs, to reduce the amount of soil eroding and entering area waterways. Implementation of Mitigation Measures 11-1 and S5-1 would reduce impacts associated with the potential for long-term soil erosion and impairment of water quality to a **less-than-significant** level.

Impact 11-3: Hydrology and Water Quality—Change in the Quality of Groundwater related to Installation of a Septic System.

Operation of septic systems was proposed as part of the 2010 analysis and is also proposed for the proposed Trails Expansion project. There is the potential that installing on-site septic systems could change the quality of the groundwater in the expansion area if the septic systems are not sited properly. Although suitable soils have been identified at each of the new parking areas, the potential still exists for changes in groundwater quality to occur if on-site wells are not properly constructed and maintained. This impact would be potentially significant.

Mitigation Measure 11-2: Implement Groundwater Protection through a Transient Non-community Water System Permit.

A HFRP Groundwater Systems Operation Procedure is in place for the existing well serving the restroom and facilities at the Mears Place parking area as well as the existing well at the ranch house. Pump performance and system leakage inspections are part of the regular maintenance routine under this procedure. One Park staff member is trained and tasked with water sampling at monthly intervals. The County employs qualified plumbers and electricians to correct any system failures. The Placer County Parks Division, which is a division of the Department of Public Works, operates the well and distribution system serving the public facilities at the existing Mears Place parking area under a Transient Non-community Water System Permit administered by the Placer County Environmental Health Department.

A separate permit would be obtained to include any additional wells that serve public facilities within the existing HFRP or trails expansion areas, and the conditions of the permit would be implemented to protect groundwater. The siting of any additional wells shall comply with the Placer County Water Well Construction Ordinance (Placer County Code Subchapter 8, effective July 19, 1990), and California Well Standards, Department of Water Resources Bulletin 74-90, June 1991.

A Groundwater Systems Operation Procedure or applicable equivalent would be prepared for any additional wells and adhered to as part of the permit conditions and ongoing operation. The objectives of the procedure shall be to ensure that:

- Water sources are not at risk of contamination from either tampering, pollutant discharge into the well head area, or latent groundwater contaminants.
- The responsible management agency has the technical capacity to operate the system to public health standards.
- The procedure would include the following elements:
- The minimum horizontal distance between any additional wells and any sewer line or storm drain main or lateral shall be 50 feet. The minimum horizontal distance between a public well and a septic tank shall be a minimum of 100 feet and between a public well and sewage disposal field shall be a minimum of 150 feet. If seepage pits are required, a minimum setback of 200 feet from a public well shall be maintained. Any other setbacks deemed necessary by Environmental Health will be met.
- A Bacteriological and Chemical Monitoring and Reporting Program, approved by the Placer County Environmental Health Division.
- An operations and maintenance program including inspection of the distribution system and well head assembly.
- An emergency operations and repair program.

If well-monitoring samples show that groundwater quality is deteriorating, prompt actions shall be initiated to remedy problems, as specified by the Placer County Environmental Health Department and/or Central Valley RWQCB. These actions could include but would not be limited to the use of injection wells or other recharge methods, closing the well and chlorinating the water, decommissioning the well and re-siting, or other water treatment alternatives such as construction of an on- or off-site water treatment plant. Some of these actions may be subject to additional CEQA analysis and other regulatory compliance. Implementation of Mitigation Measure 11-2 would reduce the potentially significant impact related to groundwater quality impairment to a less-than-significant level, because the Groundwater Systems Operation

Procedure would enable the project applicant(s) to acquire the data and information necessary to manage the groundwater resource such that adverse impacts do not occur. This would enable detection of any negative changes to groundwater quality or quantity. If necessary, additional strategies to maintain the quality of groundwater at the project site and downgradient would be implemented following additional CEQA review.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure 11-2 specifies siting of any additional wells shall comply with the Placer County Water Well Construction Ordinance (Placer County Code Subchapter 8, effective July 19, 1990), and California Well Standards, Department of Water Resources Bulletin 74-90, June 1991. In addition, Mitigation Measure 11-2 requires preparation of a Groundwater Systems Operation Procedure or applicable equivalent for any additional wells and adhered to as part of the permit conditions and ongoing operation that shows water sources are not at risk of contamination and the responsible management agency has the technical capacity to operate the system to public health standards. Implementation of Mitigation Measure 11-2 would reduce impacts associated with changes in the quality of groundwater related to installation of a septic system to a **less-than-significant** level.

Impact 11-4: Hydrology and Water Quality—Change in the Supply and Availability of Groundwater through Withdrawals, Interception, or Loss of Recharge Capacity.

While soil compaction from constructed facilities could slightly impede recharge in localized areas, only approximately 18 acres of the 2,765+/- acres of HFRP Trails Expansion project (full build-out) would be developed with impervious surfaces. In comparison, the Reduced Project would develop approximately 3.4 acres with impervious surfaces. Installation of groundwater wells for uses related to the park and proposed project facilities could increase the demand for groundwater; however, project-related groundwater demand would not be substantial and is similar to yield rates found in private wells in the project vicinity. In addition, the demand for water is limited by the number of people permitted to visit under the reservation system. Proposed project-related water needs include water necessary for fire suppression, but the 2009 water demand calculation report did not evaluate project requirements related to fire suppression. This impact would be potentially significant.

See Mitigation Measure 11-2 above: “Implement Groundwater Protection through a Transient Non-community Water System Permit.”

Mitigation Measure 11-3: Calculate Water Demands for Fire Suppression.

If groundwater is to be used for emergency fire suppression water, the County shall amend the April 7, 2009, Water Demand Calculation Report (Placer County 2009) to include fire suppression water requirements. If it is found that fire suppression requirements combined with water demands for other proposed uses is consistent with yields found in nearby private wells (1.3 to 7 gallons per minute [gpm]) then no further mitigation is required. If fire suppression requirement surpasses yields found in nearby private wells, one of the following shall be done:

- modify proposed uses at each well location to be consistent with available water that would not surpass similar yields of nearby wells;
- utilize Nevada Irrigation District raw irrigation water sources including but not limited to existing canals and ponds, new ponds, and/or irrigation fed underground storage tanks;

- fill storage tanks during off-peak periods when use is limited (i.e., winter and nighttime periods);
- import water needed to meet fire suppression requirements for emergency storage tanks via water trucks so that this water is not being pulled from the wells.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure 11-2 specifies siting of any additional wells shall comply with the Placer County Water Well Construction Ordinance (Placer County Code Subchapter 8, effective July 19, 1990), and California Well Standards, Department of Water Resources Bulletin 74-90, June 1991. If groundwater is to be used for emergency fire suppression water, Mitigation Measure 11-3 requires the County to amend the April 7, 2009, Water Demand Calculation Report (Placer County 2009) to include fire suppression water requirements to determine if water demands for other proposed uses is consistent with yields found in nearby private wells or if additional water supplies would be necessary. Implementation of Mitigation Measures 11-2 and 11-3 would reduce impacts associated with changes in the supply and availability of groundwater through withdrawals, interception, or loss of recharge capacity to a **less-than-significant** level.

BIOLOGICAL RESOURCES

Impact 12-1: Biological Resources—Potential Disturbance of Aquatic Habitats and the Native Fish Community.

Several native fish species occur in Raccoon Creek and in the Bear River; special-status fish species, including steelhead and fall-/late fall-run chinook salmon, could occur in Raccoon Creek downstream of the project area. Construction of trails, parking facilities, and bridges over Raccoon Creek could result in temporary and long-term degradation of aquatic habitats, loss of important shaded riverine aquatic (SRA) habitat functions, and increased injury or mortality of fishes related to increased angling pressure. Depending on the design used, the long-term presence of bridges across Raccoon Creek could have an adverse effect on geomorphic processes and associated habitat functions in the creek. This impact would be potentially significant.

Mitigation Measure S12-1: Implement Measures to Protect Aquatic Habitats and the Native Fish Community.

The County and its primary construction contractor shall implement the following measures to reduce impacts on aquatic habitats and the native fish community in the project area:

- All in-water construction activities shall be conducted during months when sensitive fish species are less likely to be present or less susceptible to disturbance (i.e., April 15 – October 15 or as directed by CDFW).
- The County shall obtain and implement the conditions of a California Fish and Game Code Section 1600 streambed alteration agreement. CDFW shall be consulted regarding potential disturbance to fish habitat, including SRA habitat, as agreement, pursuant to Section 1602 of the California Fish and Game Code. Affected habitats shall be replaced and/or rehabilitated to the extent feasible and practicable. The acreage of riparian habitat that would be removed shall be replaced or rehabilitated on a “no-net-loss” basis in accordance with CDFW regulations and as specified in the streambed alteration agreement. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods

agreeable to CDFW. Minimization and compensation measures adopted through the permitting process shall be implemented.

- In the event the Placer County Conservation Program (PCCP) is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 12-2 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP.
- The County shall consult and coordinate with CDFW to develop regulations and limits for angling in Raccoon Creek, restrict angling activities while adult steelhead and salmon are present, and coordinate on enforcement of the area to monitor and regulate fishing activities.

Mitigation Measure S12-2: Replace, Restore, or Enhance Affected Jurisdictional Waters of the United States and Waters of the State.

- Prior to construction, the County shall obtain a verified wetland delineation from U.S. Army Corps of Engineers (USACE). Based on the results of the verified delineation, the County shall commit to replace, restore, or enhance on a "no net loss" basis, in accordance with USACE and the Central Valley RWQCB, the acreage of all waters of the United States and wetland habitats that would be affected by implementation of the project. Wetland restoration, enhancement, and/or replacement shall be at a location and by methods agreeable to USACE, CDFW, and the Central Valley RWQCB, as determined during the Sections 404, 1602, and 401 permitting processes.
- Authorization for the fill of jurisdictional waters of the United States shall be secured from USACE through the Clean Water Act (CWA) Section 404 permitting process before any fill is placed in jurisdictional wetlands. Timing of compliance with the specific conditions of the 404 permit shall be in accordance with conditions specified by USACE as part of permit issuance. In its final stage and once approved by USACE, this mitigation plan shall detail proposed wetland restoration, enhancement, and/or replacement activities that would ensure no net loss of jurisdictional wetlands function and services in the project vicinity. As required by Section 404, approval and implementation of the wetland mitigation and monitoring plan shall ensure no net loss of jurisdictional waters of the United States, including jurisdictional wetlands.
- In the event the PCCP is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 12-2 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP.

- Alternatively, if the project proceeds before adoption of the PCCP or if the PCCP is not approved, the applicant may choose to utilize the Western Placer County Voluntary Interim In Lieu Fee Program (VIILF) to satisfy USACE and RWQCB mitigation requirements for the project's impacts to aquatic resources. The applicant shall be required to enter into both a Western Placer County In Lieu Fee Program Credit Transfer Agreement and an Interim Fee Credit Agreement with the County. If the VIILF is chosen, then Mitigation Measure 12-2 may be replaced with the payment of the interim fee.
- Water quality certification pursuant to Section 401 of the CWA is required as a condition of issuance of the 404 permit. Before construction in any areas containing wetland features, the County shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented.

Mitigation Measure S5-1 in Chapter 5.0, "Soils, Geology, and Seismicity": Obtain Authorization for Construction and Operation Activities with the Central Valley Regional Water Quality Control Board and Implement Erosion and Sediment Control Measures as Required.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure S12-1 requires all in-water construction activities to be conducted during months when sensitive fish species are less likely to be present or less susceptible to disturbance, obtain and implement the conditions of a California Fish and Game Code Section 1600 streambed alteration agreement, and consult and coordinate with CDFW to develop regulations, limits, and monitoring of fishing activities.

In addition, implementation of Mitigation Measures S12-1 and S12-2, or the payment of fees, and incorporation of avoidance and minimization measures consistent with the PCCP if the plan were adopted prior to project construction would ensure that all waters of the United States and wetlands are replaced, restored, or enhanced on a no-net loss basis.

Mitigation Measure S5-1 requires the County to obtain authorization for construction and operation activities from the Central Valley Regional Water Quality Board and implement erosion and sediment control measures as required, including stormwater, construction, and post-development BMPs, to reduce the amount of soil eroding and entering area waterways.

With implementation of Mitigation Measures S12-1, S12-2, and S5-1, impacts associated with potential disturbance of aquatic habitats and the native fish community would be **less than significant**.

Impact 12-2: Biological Resources—Potential Disturbance of California Red-Legged Frog.

Marginal habitat for California red-legged frog occurs in and near the project area. Construction of the access/parking areas on Twilight Ride property and other areas near potential California red-legged frog habitat could directly or indirectly affect this species. The Reduced Project would not include roadway and parking improvements in the Curtola Ranch Road/Harvego Preserve area, and would therefore eliminate the potential for an impact in that portion of the project area. Nonetheless, due to construction of the access/parking areas on other areas, this impact would be potentially significant.

Mitigation Measure S12-3: Implement Measures to Protect California Red-Legged Frog.

The County and its primary construction contractor shall implement the following measures to reduce impacts on California red-legged frogs:

- Before any work in or within 200 feet of aquatic habitat, the County shall determine whether aquatic habitat is occupied by California red-legged frog, in consultation with U.S. Fish and Wildlife Service (USFWS). This determination may be supported by a habitat assessment for California red-legged frog prepared according to USFWS guidelines (USFWS 2005) as revised, and focused surveys if recommended by USFWS. If aquatic habitat in the project area is not occupied by California red-legged frog, there would be no impacts on this species and no further mitigation would be required.
- If aquatic habitat in the project area is occupied by California red-legged frog, the County shall minimize impacts on California red-legged frog by implementing the following measures:
 - Worker awareness training shall be provided to construction crews working in California red-legged frog habitat. At a minimum, the training shall include a description of California red-legged frog and its habitat and their importance, general measures that are being implemented to conserve California red-legged frog as such measures relate to the project, and the boundaries within which construction activities shall occur.
 - Suitable California red-legged frog habitat shall be surveyed 2 weeks before the start of construction activities. If California red-legged frogs, tadpoles, or eggs are found, they may be moved from the project area only by a qualified and permitted biologist and with project-specific regulatory agency approval. If California red-legged frogs are not identified, construction may proceed.
 - Exclusionary fencing (i.e., silt fences) shall be installed no more than 200 feet around all areas that are within or adjacent to California red-legged frog habitat.
 - A USFWS-approved biologist shall be present at active project areas until the removal of California red-legged frog, instruction of workers, and habitat disturbance have been completed. After this time, the County shall designate a person to monitor on-site compliance with all minimization measures.
 - If any work area will be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh not larger than 5 millimeters. Water shall be released downstream at an appropriate rate to maintain downstream flows during construction and in such a manner as to prevent erosion. Dewatering structures shall be removed upon completion of the project.
 - Guidelines shall be implemented to protect water quality and prevent erosion, as outlined in the BMPs in Mitigation Measure 11-1, "Obtain Authorization for Construction Activities with the Central Valley Regional Water Quality Control Board and Implement Erosion and Sediment Control Measures as Required."
 - The County shall compensate for permanently lost habitat by developing and/or implementing a habitat creation/restoration plan for California red-legged frog. This plan shall, at a minimum, compensate for lost habitat on an acre-for-acre basis, and it shall include verifiable performance criteria and remediation measures developed with USFWS during the Section 7 consultation process.
 - In the event the PCCP is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 12-2 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and

minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure S12-3, *Implement Measures to Protect California Red-Legged Frog*, requires coordination with the USFWS to determine if California red-legged frogs could be affected by proposed construction. It also requires implementation of appropriate measures to avoid, minimize, or mitigate for these impacts. Alternatively, if the PCCP were adopted prior to project construction then the County could rely on the coverage offered by this plan by incorporating the avoidance and minimization measures and payment of the required development fee. Under either scenario, potential impacts on California red-legged frogs would be reduced to **less than significant**.

Impact 12-3: Biological Resources—Potential Disturbance of Foothill Yellow-Legged Frog and Western Pond Turtle.

Construction and installation of proposed trails, roads, and foot bridges across drainages, and parking improvements in the vicinity of drainages, may affect foothill yellow-legged frog and northwestern pond turtles by causing the temporary release of sediments in the water. During the breeding season direct effects could result from physically disturbing foothill yellow-legged frog egg masses, larvae, or adults. Indirect effects could result from the release of sediments or hazardous materials into aquatic habitat. Temporary indirect impacts associated with construction would be potentially significant.

Mitigation Measure S12-4: Implement Measures to Protect Foothill Yellow-Legged Frog and Northwestern Pond Turtle.

The County and its contractor shall implement the following measures to reduce impacts on foothill yellow-legged frogs and northwestern pond turtles:

- Construction of foot bridges and trails across smaller drainages shall occur when the drainages are dry, to the extent feasible.
- Before any work in Racoon Creek, the County shall determine, in consultation with CDFW, whether aquatic habitat at work sites would support foothill yellow-legged frog and/or northwestern pond turtle habitat. If no aquatic habitat for foothill yellow-legged frog or northwestern pond turtle habitat occurs at a work site, there would be no impacts on these species and no further mitigation is required.
- If aquatic habitat for foothill yellow-legged frog and/or northwestern pond turtle is present at work sites, the County shall minimize impacts on these species by implementing the following measures:
 - Worker awareness training shall be provided to construction crews working in foothill yellow-legged frog and northwestern pond turtle habitat. At a minimum, the training shall include a description of foothill yellow-legged frog and northwestern pond turtle and their habitats and their importance, general measures that are being implemented to conserve

foothill yellow-legged frog and northwestern pond turtle as such measures relate to the project, and the boundaries within which construction activities shall occur.

- Suitable foothill yellow-legged frog and northwestern pond turtle aquatic habitat shall be surveyed within 2 weeks before the start of construction activities. If northwestern pond turtles or foothill yellow-legged frogs, tadpoles, or eggs are found, they may be moved from the project area only with CDFW approval and appropriate take permits. If neither northwestern pond turtle nor foothill yellow-legged frog is identified, construction may proceed.
- A qualified biologist holding the appropriate take permits shall be present at active work sites until the removal of foothill yellow-legged frog and northwestern pond turtle, instruction of workers, and habitat disturbance have been completed. After this time, the County shall designate a person to monitor on-site compliance with all minimization measures.
- If any work site will be temporally dewatered by pumping, intakes shall be completely screened with wire mesh not larger than 5 millimeters. Water shall be released downstream at an appropriate rate to maintain downstream flows during construction and in such a manner as to prevent erosion. Dewatering structures shall be removed upon completion of the project.
- Alternatively, the County may purchase credit for permanently lost habitat at an approved mitigation bank.
- In the event the PCCP is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 12-2 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP.
- Guidelines shall be implemented to protect water quality and prevent erosion, as outlined in the BMPs in Mitigation Measure 11-1, "Obtain Authorization for Construction Activities with the Central Valley Regional Water Quality Control Board and Implement Erosion and Sediment Control Measures as Required."

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure S12-4: *Implement Measures to Protect Foothill Yellow-Legged Frog and Western Pond Turtle*, requires working in intermittent drainages occur only when they are dry, pre-construction surveys and coordination with CDFW to assess the potential for these species to occur in or near work areas, and other measures to avoid, minimize, and mitigate for potential impacts on these species. Alternatively, if the PCCP were adopted prior to project construction then the County could rely on the

coverage offered by this plan by incorporating the avoidance and minimization measures and payment of the required development fee. Under either scenario, impacts on foothill yellow-legged frog and western pond turtle would be reduced to **less than significant**.

Impact 12-4: Biological Resources—Potential Disturbance of Nests of Raptors and Other Birds.

Direct construction-related impacts on nesting birds include destruction of nests or eggs as a result of vegetation trimming, tree removal, and grading. Indirect impacts on nesting birds, including special-status species, include visual or auditory disturbance from construction noise and human presence. These types of disturbance could result in nest abandonment or failure by deterring birds from preferred nest and foraging sites, and/or distracting adults from tending to their eggs or young. Nesting golden eagles are particularly sensitive to disturbances near their nests. Direct or indirect disturbance to nesting raptors and non-raptors that resulted in nest failure would be a potentially significant impact. Vegetation removal and ground disturbance could result in direct or indirect impacts on nests of raptors and non-raptor birds, including special-status species, and could cause nest abandonment or failure. This impact would be potentially significant.

Mitigation Measure S12-5: Implement Measures to Protect Raptors and Other Nesting Birds.

The County and its contractors shall implement the following measures to reduce impacts on raptors and other nesting birds:

- If construction activities or vegetation removal, including tree and shrub removal, occurs between February 15 and August 31, a qualified biologist shall conduct surveys for nesting birds in the proposed construction area and 500 feet beyond the project construction footprint. Surveys shall be conducted no more than two weeks 3 days before the start of the activity. If no active nests are found, no further mitigation is required, unless construction activities cease for a period of 2 weeks or more. Another pre-construction survey shall be conducted as described above if a lapse in construction activities of two weeks or more occurs.
- If any active raptor nests are identified during surveys, then impacts on active raptor nests shall be avoided by establishing a buffer of 500 feet. No construction shall be conducted in the buffer area until a qualified biologist has determined that the young have fledged and that the nest is no longer active. These buffers may be reduced if a qualified biologist determines that such a reduction would not risk auditory or visual disturbance of the nest that might result in nest abandonment or nest failure nest.
- If an active golden eagle nest, white tailed kite, American peregrine falcon, or California black rail is located within 0.25-mile of construction access routes or construction sites, the County shall:
 - Notify CDFW of the nest within one working day of discovery of the nest; and
 - Implement recommendations from CDFW to avoid disturbance to golden eagle nesting activities.
- If active non-raptor nests are detected during the pre-construction surveys, a non-disturbance buffer shall be established around the nest. The size of the buffer shall be at the discretion of the qualified biologist, but shall be sufficiently large to avoid nest disturbance that could result in reproductive failure (i.e., nest abandonment and loss of eggs and/or

young). Construction activities within the buffer areas will not resume until the qualified biologist has determined the young have fledged or are no longer at risk of disturbance.

- If nests of special-status bird species (Cooper's or sharp-shinned hawks, peregrine falcons, long-eared owls, yellow warblers, yellow-breasted chat, loggerhead shrike, black rail, or tricolored blackbird colony) are detected nesting in the project area or within 500 feet of project boundaries, the County and its contractors shall coordinate with CDFW to confirm that proposed nesting buffers are sufficient to avoid impacts on nesting activities.
- If an active nest is discovered outside of the typical nesting season, it should be avoided using the same avoidance measures that would be applied during the typical nesting season until such time as the young have fully fledged and are foraging independently of their parents
- In the event the PCCP is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 12-5 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure S12-5, *Implement Measures to Protect Raptors and Other Nesting Birds*, requires conducting pre-construction nesting bird surveys for vegetation removal or ground disturbance occurring during the nesting season, and establishment of non-disturbance buffers during construction to avoid disturbance. Alternatively, if the PCCP were adopted prior to project construction then the County could rely on the coverage offered by this plan by incorporating the avoidance and minimization measures and paying the required development fee. Under either scenario, impacts on nesting raptors and other birds would be reduced to **less than significant**.

Impact 12-5: Biological Resources—Potential Disturbance of Dens and Individual Ringtails.

Trees along riparian portions of the project area such as Raccoon Creek that are 5 inches or greater diameter-at-breast-height (dbh) and are hollow or have large cavities provide potential den sites for ringtail. Removal of such trees or other vegetation during trail construction and for road improvements could destroy dens, resulting in potential loss of adults and/or young. This impact would be potentially significant.

Mitigation Measure 12-6: Implement Measures to Protect Ringtail and Townsend's Big-Eared Bat.

The County and its contractor shall implement the following measures to protect the dens of ringtails and roost sites of Townsend's big-eared bat and other bat species:

- A qualified biologist shall conduct pre-construction surveys to identify bat hibernation roosts and maternity sites and potential ringtail den sites in suitable habitat within 100 feet of

proposed trails, bridges, parking areas, and firebreaks (i.e., those areas directly affected by construction). For bats, the bat roost assessment shall be conducted by a qualified biologist with experience identifying bat roosts. Bat surveys should be conducted one year in advance of proposed construction to allow for sufficient time to develop avoidance and mitigation measures in advance of construction.

- Trees and rock outcroppings to be removed shall be assessed for potentially suitable colonial roost habitat in advance of removal. The assessment shall focus on mine tunnels, caves, abandoned buildings, and trees and rock outcroppings that exhibit characteristics that provide high quality roost habitat, such as snags with apparent cavities or sloughing bark, large-diameter trees with basal hollows, large diameter trees with indications of senescence (process of deterioration with age), live trees with dead tops, and large rock outcroppings containing fissures or flakes. The survey shall also search for indications of use by ringtails and by bats in suitable roost sites (e.g., scat or guano, urine or oil staining, bat smells, audible bat noises, visible bats). Visual inspections shall be aided as appropriate by the use of spotlights, binoculars, and borescopes, and shall avoid undue disturbance to roosting bats in a sensitive state (e.g., rearing or hibernation).
- For ringtail surveys, den site surveys should focus on trees 5 inches dbh or greater in riparian areas, particularly those with cavities.
- The County shall avoid locating trails and other project features within 100 feet of potential bat roosts and ringtail dens. If avoidance is not possible, the County shall survey those locations to determine if they are occupied by the target species.
- If removal of a roost site occupied by Townsend's big-eared bats cannot be avoided, the County will consult with CDFW to determine the appropriate course of action to avoid, minimize, and mitigate for impacts on the roost before removal. The avoidance, minimization, and mitigation measures that are implemented shall meet the following standards:
 - Tree removal shall be implemented with a staged approach under the guidance of a qualified bat biologist and in coordination with CDFW, with the goal of encouraging bats in residence to leave before habitat is removed. These measures could include limbing the tree a day before felling the tree; opening up the potential roost habitat to introduce disturbing airflow; introducing nighttime lighting or other disturbing elements to the roost area; or excluding bats from the habitat, either physically with the use of one-way doors, or with the use of acoustic deterrents, as practical and as approved by CDFW.
 - Lost roost habitat will be replaced by either the creation of basal hollows in existing trees, or with constructed artificial roosts. The replacement roost habitat shall provide comparable habitat to the roost that is being removed, and shall be located near suitable foraging habitat, as determined by CDFW. Potential ringtail den sites may be removed only from September through April. The County's qualified biologist shall verify that the potential den is not occupied immediately before sealing it.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure 12-6, *Implement Measures to Protect Ringtail and Townsend's Big-Eared Bat*, requires pre-construction surveys to identify potential ringtail dens within 100 feet of proposed trail construction, and avoidance of those trees if feasible. If avoidance is not feasible, tree removal would be implemented in a way that would avoid and minimize direct and indirect impacts on ringtails. With implementation of Mitigation Measure 12-6, impacts on ringtails would be reduced to **less than significant**.

Impact 12-6: Biological Resources—Potential Disturbance of Townsend’s Big-Eared Bat and Other Bat Roosts.

Limited habitat for Townsend’s big-eared bats and other bat species and bat roost sites could occur in the project area. Construction of trails, bridges, and parking facilities could result in the disturbance of maternity or winter roosts of Townsend’s big-eared bat or other bat species.

See Mitigation Measure 12-6 above: Implement Measures to Protect Ringtail and Townsend’s Big-Eared Bat.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure 12-6, *Implement Measures to Protect Ringtail and Townsend’s Big-Eared Bat*, requires pre-construction surveys to identify potential bat roosts within 100 feet of proposed trail, bridge, or parking facility construction, and avoidance of those trees if feasible. If avoidance is not feasible, tree removal would be implemented in a way that would avoid, minimize, or mitigate direct and indirect impacts on bats. With implementation of Mitigation Measure 12-6, impacts on bats would be reduced to **less than significant**.

Impact 12-8: Biological Resources—Impacts on Waters of the United States and Waters of the State.

A preliminary wetland delineation identified approximately 5.61 acres of potentially jurisdictional waters of the United States and waters of the state on the project area. Impacts on jurisdictional waters associated with construction of trails and parking areas would be minimized to the extent feasible, but trail crossings of intermittent and ephemeral drainages and road construction would result in direct impacts on waters of the United States, including wetlands. Because the proposed project would have an impact on waters of the United States and waters of the state, this impact would be potentially significant.

See Mitigation Measure S12-2 above: Replace, Restore, or Enhance Affected Jurisdictional Waters of the United States and Waters of the State.

Mitigation Measure S5-1 in Chapter 5.0, “Soils, Geology, and Seismicity”: Obtain Authorization for Construction and Operation Activities with the Central Valley Regional Water Quality Control Board and Implement Erosion and Sediment Control Measures as Required.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Implementation of Mitigation Measure S12-2, or the payment of fees, and incorporation of avoidance and minimization measures consistent with the PCCP if the plan were adopted prior to project construction would ensure that all waters of the United States and wetlands are replaced, restored, or enhanced on a no-net loss basis reducing impacts to **less than significant**.

Impact 12-9: Biological Resources—Impacts on Oak Woodland Habitat.

Although removal of trees greater than 6 inches dbh would be avoided to the extent possible by refining precise facility locations and trail alignments and constructing road improvements and parking facilities in areas with the fewest trees, some tree removal as a result of construction of the proposed project may be unavoidable. Native trees that are 6 inches dbh or larger are protected under the Placer County Tree Ordinance and oak woodland habitat is protected under Senate Bill (SB) 1334 (2004). This impact would be potentially significant.

Mitigation Measure S12-7: Protect Oak Woodland Habitat.

- Prior to any removal of significant trees (equal to, or greater than, six (6) inches DBH (diameter at breast height) or 10 inches DBH aggregate for multi-trunked trees), the project applicant shall obtain a tree removal permit from Placer County. In conjunction with submittal of a tree removal permit application, the applicant shall submit a site plan showing all protected trees proposed for removal. In accordance with Chapter 12.16.080 of the Placer County Code, the applicant shall comply with any conditions required by the Planning Services Division, which shall include payment of in-lieu fees. In-lieu fees shall be paid into the Placer County Tree Preservation Fund at \$100 per inch of DBH removed or impacted.
- In the event the Placer County Conservation Program is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 12-7 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP.
- The Site Plans shall include a note and show placement of Temporary Construction Fencing. The applicant shall install a four-foot-tall, brightly colored (usually yellow or orange), synthetic mesh material fence (or an equivalent approved by the Development Review Committee) at the following locations prior to any construction equipment being moved on-site or any construction activities taking place:
 - Adjacent to any and all open space preserve areas that are within 50 feet of any proposed construction activity;
 - At the limits of construction, outside the critical root zone of all trees six (6) inches DBH (diameter at breast height), or 10 inches DBH aggregate for multi-trunk trees, within 50 feet of any grading, road improvements, underground utilities, or other development activity; or,
 - Around any and all "special protection" areas such as open space parcels and wetland features.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

With implementation of Mitigation Measure S12-7, which requires compensation for tree loss by paying in-lieu fees into the County approved oak woodland preservation fund or if the PCCP is adopted prior to

project construction, incorporation of avoidance and minimization measures along with payment of the development impact fee would reduce impacts to **less than significant**.

PUBLIC SERVICES AND UTILITIES

Impact 13-3: Public Services and Utilities—Increase in Demand for Fire and Emergency Medical Services.

Construction and use of trails expansion facilities may increase the calls for service to extinguish fires or provide emergency medical response at the proposed trail expansion areas because more people would be allowed into areas that are not currently open to the public, with the exception of ongoing docent-led tours. This impact would be potentially significant.

Mitigation Measure S13-1 – County shall purchase one Light Rescue Vehicle for use by the Placer County Fire Department / California Department of Forestry and Fire Protection (CAL FIRE).

In order to navigate further into to the trail system within the expansion areas and to provide a vehicle that can not only aid with emergency medical service requests, but also provide an initial response with potential wildfires, the County shall fund the purchase of one light rescue vehicle (LRV). The LRV shall be purchased at the completion of the first phase of the Twilight Ride access improvements, and prior to opening of the parking area to the general public.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure S13-1 requires the County to purchase a Light Rescue Vehicle for the Placer County Fire Department/CAL FIRE prior to the public opening of the Twilight Ride parking area. With the County's purchase of one LRV, Placer County Fire Department/CAL FIRE will have a more versatile emergency services/fire vehicle that will be able to navigate further and more quickly into the expansion areas. Although the County would be purchasing the LRV to address any potential additional emergency calls from expansion areas, the vehicle will also be available for a variety of emergency response calls within the greater North Auburn/Ophir areas covered by the Placer County Fire Department/CAL FIRE, which will help reduce response times for certain incidents throughout the communities.

Project components would serve to reduce time spent on the site and minimize the need to call for service. The project would provide improved access for emergency vehicles to navigate remote areas of the County, emergency helicopter landing zones would be provided at each parking area, and a Light Rescue Vehicle would be purchased for Placer County Fire Department/CAL FIRE to assist with medical calls not only within HFRP and the trail expansion areas, but also within the greater North Auburn/Ophir area. Additionally, contracted ranger services would be proportionately increased with the increase in the trails network in order to assist with minor emergency service calls that do not require the training of emergency medical service providers.

With implementation of Mitigation Measure S13-1 requiring a new LRV supplied by the County, and the additional landing zones, water tanks, and emergency roadways, as well as a proportional increase in ranger staff to attend to minor service calls, this impact would be **less than significant**.

Impact 13-4: Public Services and Utilities—Increase in Emergency Response Times and Need for Expanded Facilities.

The proposed expansion project could cause an increase in emergency response times by redirecting resources to address calls within the Park leaving fewer staff to address calls for service elsewhere. This impact would be potentially significant.

See Mitigation Measure S13-1 above – County shall purchase one Light Rescue Vehicle for use by the Placer County Fire Department/CAL FIRE.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure S13-1 requires the County to purchase a Light Rescue Vehicle for the Placer County Fire Department/CAL FIRE prior to the public opening of the Twilight Ride parking area. With the County's purchase of one LRV, Placer County Fire Department/CAL FIRE will have a more versatile emergency services/fire vehicle that will be able to navigate further and more quickly into the expansion areas. Although the County would be purchasing the LRV to address any potential additional emergency calls from expansion areas, the vehicle will also be available for a variety of emergency response calls within the greater North Auburn/Ophir areas covered by the Placer County Fire Department/CAL FIRE, which will help reduce response times for certain incidents throughout the communities.

Project components would serve to reduce time spent on the site and minimize the need to call for service. The project would provide improved access for emergency vehicles to navigate remote areas of the County, emergency helicopter landing zones would be provided at each parking area, and a Light Rescue Vehicle would be purchased for Placer County Fire Department/CAL FIRE to assist with medical calls not only within HFRP and the trail expansion areas, but also within the greater North Auburn/Ophir area. Additionally, contracted ranger services would be proportionately increased with the increase in the trails network in order to assist with minor emergency service calls that do not require the training of emergency medical service providers.

With implementation of Mitigation Measure S13-1 requiring a new LRV supplied by the County, and the additional landing zones, water tanks, and emergency roadways, as well as a proportional increase in ranger staff to attend to minor service calls, this impact would be **less than significant**.

HAZARDS AND HAZARDOUS MATERIALS

Impact 14-2: Hazardous Materials and Hazards—Potential for Release of Hazardous Materials during Construction or Operation.

Project construction activity and ongoing maintenance may use equipment that requires small amounts of hazardous materials. The existing park and proposed Trails Expansion project area are located in an undeveloped area, and the purpose of the proposed project is to provide natural surface, multi-use trails for recreation in an unspoiled environment. An accidental spill or other release of even a small amount of a hazardous material in this area during project construction or maintenance could have a substantial effect on the quality of the natural environment. Therefore, this impact would be potentially significant.

Mitigation Measure 14-1: Implement Measures to Reduce Hazards Associated with Potential Releases of Hazardous Materials.

The County shall ensure that the following measures are implemented before project construction begins:

- The County or the County's contractor shall prepare and implement an accidental-spill prevention and response plan for storage and use of hazardous materials during trail construction and maintenance. This plan shall identify measures to prevent accidental spills from leaving the area and methods for responding to and cleaning up spills before neighboring properties are exposed to hazardous materials.
- The County shall ensure that any employee handling hazardous materials is trained in the safe handling and storage of hazardous materials and is trained to follow all applicable regulations with regard to such hazardous materials.
- The primary construction contractor shall identify a staging area where hazardous materials will be stored during construction, in accordance with applicable state and federal regulations.

Mitigation Measure S5-1 in Chapter 5.0, "Soils, Geology, and Seismicity": Obtain Authorization for Construction and Operation Activities with the Central Valley Regional Water Quality Control Board and Implement Erosion and Sediment Control Measures as Required.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Implementation of Mitigation Measures 14-1 and S5-1 would reduce this impact to a **less-than-significant** level. Mitigation Measure 14-1 requires preparation and implementation of an accidental-spill prevention and response plan; ensuring that any employee handling hazardous materials is trained; and identifying a staging area where hazardous materials will be stored during construction, in accordance with applicable state and federal regulations. Mitigation Measure 5-1 requires the County to obtain authorization for construction and operation activities from the Central Valley Regional Water Quality Board and implement erosion and sediment control measures as required, including stormwater, construction, and post-development BMPs, to reduce the amount of soil eroding and entering area waterways.

Impact 14-4: Hazardous Materials and Hazards—Potential Exposure of People to Hazardous Materials.

There have been no recorded releases of toxic materials in the park or the proposed expansion project area. Several remnant mining or prospecting resources are located in the existing park and one load gold mine is located in the Taylor Ranch property within the expansion area that could contain hazardous materials. During ground preparation and construction activities, construction workers could come in contact with and be exposed to currently unknown hazardous materials. Therefore, this impact would be potentially significant.

Mitigation Measure 14-2: Prepare and Implement a Safety Hazard Plan and Conduct Soil Sampling.

To avoid health risks to construction workers, Placer County shall require the contractor to prepare and implement a site health and safety plan if areas containing hazardous materials are to be disturbed. This plan will outline measures that will be employed to protect construction workers and the public from exposure to hazardous materials during remediation, demolition, and construction activities. The County shall consult with the contractor to determine the measures to be employed at the site, which could include posting notices, limiting access to the site, monitoring the air quality, watering, and installation of wind fences. Contractors shall be required to comply with state health and safety standards for all demolition work, including compliance with OSHA and California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) requirements regarding exposure to asbestos-containing materials (ACMs) and lead-based paint (LBP).

For any prospecting or mining resources (Abandoned Mine Lands) that are in close proximity to a project facility, a Phase 2 Limited Soil Sampling (soil sampling) shall be conducted to determine if there are any hazardous materials present on-site. The soil sampling of the tailings shall be conducted during the entitlement process (i.e., conditional use permit). Soil sampling will determine the California Human Health Screening Levels (CHHSL) of the testing protocol (CAM 17 metals, a list of 17 metals found typically in hazardous materials and mining sites). The CHHSLs are a list of 54 hazardous chemicals in soil or soil gas that the California Environmental Protection Agency (Cal/EPA) considers to be below thresholds for risks to human health.

The soil sampling results shall be reviewed by Placer County Division of Environmental Health. If the soil sampling results are above the CHHSLs, then Placer County Division of Environmental Health would refer the project to the California Department of Toxic Substances Control (DTSC). DTSC requires the project proponent to enter their Voluntary Cleanup Agreement (VCA) program. The VCA typically requires more soil testing to determine the scope of the contamination area. Furthermore, DTSC may require a Preliminary Endangerment Assessment (PEA) and/or a removal action workplan (RAW). The PEA is used to discuss the health risks associated with hazardous materials site releases and the RAW is used to specifically detail the areas of the project area to have soil removed and the contaminated soils disposal at an appropriate solid waste facility. Following soils removal, DTSC issues a "No Further Action" letter indicating that the project site is safe.

In addition, the contractor shall prepare and implement a site plan that identifies necessary remediation activities appropriate for proposed land uses, including excavation and removal of on-site contaminated soils, and redistribution of clean fill material within the project area. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the project area. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The contractor shall be required to comply with the plan and with applicable local, state, and federal laws.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

Mitigation Measure 14-2 requires the County to prepare and implement a safety hazard plan and conduct soil sampling that would reduce the potentially significant impact associated with potential exposure to hazardous materials to **less than significant**.

WILDFIRE

Impact 16-1: Wildfire—Potential for increased risk to human health through exposure to uncontrolled wildfire or from construction and maintenance of infrastructure that could spark a wildfire.

The potential exists for the project to expose people to an uncontrolled wildfire and to exacerbate risk of wildfire during construction, maintenance, and public use of the trail system. Construction activities could exacerbate the potential risk of wildfire by adding to ignition sources within the area if not properly controlled. Ignition sources include hot exhaust from a vehicle parked on dry grass or welding during high winds sending sparks that travel through the air and land igniting dry grass. Ongoing maintenance to manage fuel loads and fire breaks/defensible space as well as other trail maintenance will require equipment that could exacerbate the risk of igniting a fire. With increased public access, there is an increased potential for wildfire that is caused by human activities. This impact would be potentially significant.

Mitigation Measure S16-1a – Curtail certain construction and maintenance activities during high-risk wildfire periods.

Construction and maintenance activities utilizing motorized equipment shall be curtailed during red-flag warning days and other high-risk periods characterized by low humidity and unusually windy conditions as determined by the Fire Department.

Mitigation Measure S16-1b – Provide on-site source of water during certain construction and maintenance activities.

Construction and maintenance activities requiring motorized equipment will maintain a source of water on-site to address a potential ignition event caused by construction and maintenance activities.

See Mitigation Measure S13-1 above - County shall purchase one Light Rescue Vehicle for use by the Placer County Fire Department/CAL FIRE.

Finding: The Board of Supervisors finds that changes or alterations have been required in, or incorporated into, the Reduced Project, which would avoid or substantially lessen the potentially significant environmental effects as identified in the Final SEIR.

The County is constructing beneficial improvements that would increase the ability of emergency responders to fight wildfire that presently does not exist. The project promotes fire safety through construction of parking areas sufficiently sized to accommodate a helicopter landing zone and the introduction of multiple 12,000-gallon water tanks with hydrant for use in fire suppression. The water tanks and helicopter landing zones would be placed at each trailhead entry. In addition, the County would comply with all laws, plans, policies, and regulations related to fire safety and wildfire suppression and would implement management actions and fire response facilities that would reduce the risk of wildfire. The County must also comply with S16-1a, S16-1b, and S13-1 that are intended to lower the risks from fires started during construction and maintenance activities, including purchase of a Light Rescue Vehicle for the Placer County Fire Department/CAL FIRE's use. The vehicle would aid with potential wildfires not only within the existing HFRP and trails expansion areas, but also within the

jurisdiction of the Placer County Fire Department/CAL FIRE. Implementation of these project-specific components along with the implementation of the Mitigation Measures S16-1a, S16-1b, and S13-1 would result in a **less-than-significant** impact from wildfires and other associated risks.

VIII. Findings for Significant and Unavoidable Impacts of the Proposed Project

The Board of Supervisors agrees with the characterization in the Final SEIR that there are significant and unavoidable impacts of the proposed project. The following significant environmental impacts of the proposed project are unavoidable and cannot be mitigated in a manner that would substantially lessen the environmental impact. The Board of Supervisors finds that the project's environmental, economic, social, and other benefits outweigh and override the significant adverse impact related to change in the environment." (see Section XIV, "Statement of Overriding Considerations")

VISUAL RESOURCE

Impact 7-3: Visual Resources—Long-Term Changes in Visual Resources Associated with the Improvements to Garden Bar Road and Curtola Ranch Road.

The proposed widening Garden Bar Road during Phase 2 and 3 of the HFRP was determined to result in the removal of numerous existing, mature oak trees. The widening was deemed necessary to provide room for safe curves, appropriate lines of sight for drivers, and space for vehicles traveling in opposite directions to pass each other. Although construction activities would avoid native trees larger than 6 inches dbh to the extent possible and the roadway would remain a two-lane road, numerous large trees would require removal (between 100 and 250, depending on the final roadway design). The 2010 HFRP certified EIR indicated most oak trees that required removal were within 0.5-mile of the entrance at Garden Bar Road. Although Garden Bar Road is not a scenic highway or scenic vista, the removal of trees along the road would have altered existing views from adjacent residences and travelers along Garden Bar Road. Existing views of trees lining Garden Bar Road were found to be an important element in defining the aesthetic character of the project area and the HFRP project would have altered the views along this roadway segment permanently. Therefore, the 2010 Certified EIR determined changes to the scenic character of Garden Bar Road would be a significant impact.

Mitigation Measure 7-1: Revegetate and Restore All Disturbed Areas to Minimize Visual Quality Impacts.

To address the potential degradation of visual quality resulting from tree removal, the County shall revegetate and restore all disturbed areas. Revegetation undertaken between April 1 and October 1 shall include regular watering to ensure adequate initial growth. To the extent feasible, restoration of trees and shrubs shall reduce visual impacts for affected properties. Revegetation of disturbed areas shall promote restoration of vegetation over time that is as consistent as feasible with the surrounding natural landscape, recognizing constraints of the right-of-way and available space. The County shall prepare a restoration and revegetation plan that implements actions intended to mitigate the impacts on trees and vegetation removed along Garden Bar Road. The plan will be prepared in conjunction with detailed roadway engineering design, so that precise areas of disturbance are known, and the revegetation process can be coordinated with roadway implementation. Portions of the revegetation plan may be implemented on adjacent property outside the County road right-of-way by agreements with willing property owners.

Mitigation Measure S12-7 in Chapter 12, "Biological Resources": Protect Oak Woodland Habitat.

Finding:

The Reduced Project would eliminate the significant and unavoidable impact to visual resources along Garden Bar Road. Because the Reduced Project does not include either Phase 2 or Phase 3 of the Garden Bar parking area, widening and oak tree removal along Garden Bar Road would not be required, thereby eliminating the significant and unavoidable impact to visual resources along Garden Bar Road, and the need for Mitigation Measure 7-1, which would have required revegetation along Garden Bar Road.

TRANSPORTATION AND CIRCULATION

Impact 8-3: Transportation and Circulation – Conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b).

The addition of project traffic does result in an increase in vehicle miles traveled. The County does not have an established threshold for VMT and is not required to have a threshold in place for projects set out for public review prior to July of 2020, but because the project generates additional VMT beyond the baseline condition and it is not consistent with the Metropolitan Transportation Plan/Sustainable Community Strategy (MTP/SCS) land use plan, the proposed project would result in a significant impact.

Finding: The Board of Supervisors finds that there are no feasible changes or alterations that could be incorporated into the Reduced Project to avoid the significant environmental effect as identified in the Final SEIR. The Board of Supervisors chooses to approve the Reduced Project because, in its view, the economic, social, technological, and other benefits resulting from the project substantially outweigh the significant and unavoidable impacts, as set forth in the Statement of Overriding Considerations discussed below.

Mitigation measures for this impact are limited. Most mitigation measures that reduce VMT have low to negligible effects in rural areas, such as bike lanes, transit network improvements, and pedestrian networks. Other mitigation measures are not applicable, like commute reduction strategies and diversifying or intensification of land uses on the project site. The only feasible mitigation measure is the parking reservation system, which is already being employed as part of the project for weekends, holidays and other peak usage days. The parking reservation system serves to promote carpooling and control the amount of VMT generated by the proposed project. Even with the parking reservation system, the Reduced Project generates VMT inconsistent with the MTP/SCS. Therefore, this impact remains **significant and unavoidable**.

IX. Findings for Cumulative Impacts

The following cumulatively potentially significant environmental impacts of the proposed project are unavoidable and cannot be mitigated in a manner that would substantially lessen the environmental impact. The County finds that the project's environmental, economic, social, and other benefits outweigh and override the significant adverse cumulative impact related to change in the environment. The County hereby elects to approve the project due to overriding considerations, as set forth in the Section XIV of this document, "Statement of Overriding Considerations," below.

Please refer to Chapter 18.0, "Other CEQA Considerations," of the Draft SEIR for a comprehensive discussion of cumulative impacts. Note that the impacts to visual resources associated with improvements to Garden Bar Road and Curtola Ranch Road identified in the Draft SEIR would not be applicable to the Reduced Project since it does not include improvements on Curtola Ranch Road or Phases 2 and 3 of the Garden Bar parking area.

TRANSPORTATION AND CIRCULATION

Conflict with CEQA Guidelines Section 15064.3 subdivision (b) - Cumulative Plus Project Conditions.

The proposed Reduced Project will continue to generate VMT under cumulative plus project conditions and since no threshold has been established by the County and the project is inconsistent with the MTP/SCS, the increase in VMT is a cumulatively considerable impact. Due to the rural nature of the project, the only feasible mitigation measure to reduce VMT is the parking reservation system which is included in the project description and employed for weekends, holidays, and other peak visitation days. Although the parking reservation system limits VMT and encourages carpooling, the increase in VMT remains significant and unavoidable.

Finding: No feasible changes or alterations could be incorporated into the proposed Reduced Project to avoid the significant cumulative environmental effect as identified in the Final EIR; therefore, the cumulative impact would be **significant and unavoidable**.

No feasible mitigation measures are available to reduce VMT of the proposed Reduced Project. Most mitigation measures that reduce VMT have low to negligible effects in rural areas. The only feasible mitigation measure is the parking reservation system, which is already being employed as part of the project for weekends, holidays, and other peak usage days. The parking reservation system serves to promote carpooling and control the amount of VMT generated by the proposed project. Even with the parking reservation system, VMT of the proposed Reduced Project continues to exceed the applicable threshold.

The Board of Supervisors chooses to approve the Reduced Project because, in its view, the social, economic, and other benefits resulting from the project substantially outweigh the significant and unavoidable impacts, as set forth in the Statement of Overriding Considerations discussed below.

X. Findings Regarding Recirculation

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an SEIR when “significant new information” is added to the SEIR after the lead agency gives public notice of the availability of the Draft SEIR but before certification. “Information” may include project changes, changes to the environmental setting, or additional data or other information. The Guidelines do not consider new information to be significant unless the lead agency changes the SEIR in a way that deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect or a feasible way to mitigate the impact that the agency or project proponent has declined to implement.

Section 15088.5 states “significant new information” requiring recirculation may include:

- (1) A new significant environmental impact that had not previously been disclosed in the Draft SEIR would result from the project or from a new mitigation measure;
- (2) A substantial increase in the severity of an environmental impact that had already been identified unless mitigation measures would be adopted to reduce the impact to a level of insignificance;
- (3) A feasible project alternative or mitigation measure would considerably lessen the significant environmental impacts of the project, but the proponents will not adopt it; or

- (4) The Draft SEIR was so inadequate and conclusory that meaningful public review and comment were precluded.

Recirculation is not required if new information added to the SEIR only clarifies or makes minor modifications to an otherwise adequate SEIR. The above standard is “not intend[ed] to promote endless rounds of revision and recirculation of SEIRs.” (*Laurel Heights Improvement Assn. v. Regents of the University of California* (1993) 6 Cal. 4th 1112, 1132.) “Recirculation was intended to be an exception, rather than the general rule.” (*Ibid.*)

The Final SEIR also includes revisions to the text of the Draft SEIR (see Final SEIR, Chapter 3, “Revisions to the Draft Subsequent Environmental Impact Report Text”). As discussed in the Final SEIR, the revisions to the text of the Draft SEIR outlined below present minor corrections, additions, and revisions initiated by the Lead Agency (Placer County) based on comments received during the public review period by reviewing agencies and/or the public, as well as minor corrections added by the County during preparation of the MMRP. None of the information added to the Draft SEIR altered the significance conclusions. Rather, the new information amplified and clarified the information provided in the Draft SEIR. None of the revisions or updates to the Draft SEIR’s analyses represents “significant new information” as that term is defined by the State CEQA Guidelines Section 15088.5(a).

The revisions to the text of the Draft Subsequent Environmental Impact Report (Draft SEIR) outlined below present minor corrections, additions, and revisions initiated by Placer County based on comments received during the public review period by reviewing agencies and/or the public, as well as minor corrections added by the County during preparation of the MMRP.

The County finds that recirculation of the Draft SEIR is not required: (1) because the new information added to the SEIR merely clarifies, amplifies, or makes insignificant modifications in an adequate SEIR (State CEQA Guidelines Section 15088.5(b); and (2) because no “substantial adverse” impact would result from any of the revisions to the portions of the Draft SEIR that were not recirculated (State CEQA Guidelines Section 15088.5(e)).

XI. Legal Effect of Findings

These findings constitute the County’s best efforts to set forth the evidentiary and policy bases for its decision to approve the proposed project in a manner consistent with the requirements of CEQA. To the extent that these findings conclude that various mitigation measures outlined in the Final SEIR are feasible and have not been modified, superseded or withdrawn, the County hereby binds itself to implement these measures. These findings constitute a binding set of obligations that will come into effect when the Board of Supervisors adopts a resolution approving the proposed project.

XII. Mitigation Monitoring and Reporting Program

Public Resources Code (PRC) Section 21081.6(a)(1) requires lead agencies to “adopt a reporting and mitigation monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.” A MMRP has been prepared for the proposed project and is being approved by the Board of Supervisors by the same Resolution that has adopted these findings. The County will use the MMRP to track compliance with project mitigation measures. The MMRP provides a list of all adopted project mitigation measures, identifies the parties responsible for implementing such measures, and identifies the timing for implementing each measure. The MMRP will remain available for public review during the compliance period. The Final MMRP is attached to and incorporated into the environmental document approval resolution and is approved in conjunction with certification of the SEIR and adoption of these Findings of Fact.

XIII. Project Alternatives

BASIS FOR ALTERNATIVES

Public Resources Code Section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such project[s].” When a lead agency finds, even after the adoption of all feasible mitigation measures, that a project will still cause one or more significant environmental effects that cannot be substantially lessened or avoided, it must, prior to approving the project as mitigated, first determine whether there are any project alternatives that are feasible and that would substantially lessen or avoid the project’s significant impacts. An alternatives analysis was completed and included in the Final SEIR.

CEQA Guidelines section 15126.6, subdivision (f) states that the range of alternatives required in an EIR is governed by a “rule of reason” which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. Further, CEQA Guidelines section 15126, subdivision (a) requires that an EIR describe a reasonable range of alternatives that would “feasibly obtain most of the basic project objectives” but would avoid or substantially lessen any of the significant environmental effects of the project and evaluate the comparative merits of the alternatives.

ALTERNATIVES CONSIDERED AND DISMISSED FROM FURTHER CONSIDERATION

Grounds for a conclusion of infeasibility might be the failure of an alternative to fully satisfy project objectives deemed to be important by decision-makers, or the fact that an alternative fails to promote policy objectives of concern to such decision-makers. (*California Native Plant Society v. City of Santa Cruz*, supra, 177 Cal.App.4th at pp. 992, 1000-1003.) It is well established under CEQA that an agency may reject alternatives based on economic infeasibility. (*Foundation for San Francisco’s Architectural Heritage v. City and County of San Francisco* (1980) 106 Cal.App.3d 893, 913-914; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656, 774; *Association of Irrigated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383, 1399-1400; *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1510.) In addition, the definition of feasibility encompasses “desirability” to the extent that an agency’s determination of infeasibility represents a reasonable balancing of competing economic, environmental, social, and technological factors supported by substantial evidence. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417.) The County identified the following alternative as infeasible.

OFF SITE ALTERNATIVE

CEQA Section 15126.6(f)(2) requires the lead agency to consider alternative locations to a project if using an off-site location would avoid or lessen any of the significant effects of the project. Only locations that would avoid or substantially lessen any of the project’s significant effects need be considered for inclusion in the SEIR.

Suitable locations for a project that provide passive recreational opportunities and encourage land conservation and enhancement of native habitat are rural by definition, characterized by open space containing natural habitat including oak woodlands that supports wildlife. It is likely that if the project were to be constructed at another rural area of Placer County, impacts on visual resources and traffic on rural roads that do not meet current design standards would result in a similar level of impact. Finally, inclusion of the offsite alternative for detailed evaluation would require speculation on the part of the lead agency because the effects cannot be reasonably ascertained and the ability of the County to implement such an action is remote.

In addition, the County owns or has easements in place that allow the construction and operation of the trail expansion and related improvements. Some of the land is owned and actively managed by the PLT. Land Management Plans have been prepared for each preserve that establish measures to preserve, restore, and maintain natural habitat in perpetuity. The management plans restrict use of the land to specific activities considered compatible with the purpose and contains an adaptive management plan for land managers to use as manual for implementation. The land management plans permit use of the preserves for outdoor recreational activity. There is no guarantee land elsewhere in the County is available for acquisition that is protected and managed for preservation of natural resources and suitable for passive public recreation.

ALTERNATIVES CONSIDERED IN THE SEIR

In identifying potentially feasible alternatives to the project, the ability of alternatives to meet most of the project's objectives identified in Section IV, "Project Description," was considered. The County selected two alternatives to the proposed project plus the no project alternative for comparison. An SEIR need not describe or evaluate the environmental effects of alternatives at the same level of detail as the proposed project, but must include enough information to allow meaningful evaluation, analysis, and comparison with the proposed project (State CEQA Guidelines, Section 15126.2[d]). Section 15126.6(e) of the State CEQA Guidelines requires that, among other alternatives, a "no project" alternative be evaluated in comparison to the proposed project. It states that the purpose of the "no project" alternative is to "allow decision-makers to compare the impacts of approving the proposed project with the impact of not approving the proposed project." It also states that the "no project" analysis shall "discuss the existing conditions..., as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved..." Accordingly, this section provides an analysis of the "no project" alternative.

The County finds that a good-faith effort was made to evaluate a reasonable range of potentially feasible alternatives to the proposed project that could feasibly obtain most of the basic objectives of the proposed project, even when the alternatives might impede the attainment of the project's objectives and might be more costly. The alternatives analyzed in the Draft SEIR are briefly described below and a comparative analysis of the environmental effects are presented in Table 2.

NO PROJECT ALTERNATIVE (ALTERNATIVE 1)

The No Project Alternative assumes that the proposed natural-surface trails and related recreational amenities would not be constructed and that the approximately 2,765 acres of land owned or managed by the PLT and County would not be open to the public other than for the docent-led tours as currently conducted by the PLT. Access would be limited to PLT maintenance staff, invited guests, and emergency vehicles.

Selection of the No Project Alternative would avoid all significant and unavoidable impacts of the project, including increased VMT and a substantial change in the visual character at Garden Bar due to tree removal. However, under the No Project Alternative, none of the project objectives would be achieved.

ABILITY OF NO PROJECT (ALTERNATIVE 1) TO ACHIEVE PROJECT OBJECTIVES

Alternative 1 would not meet any of the project objectives and does not offer beneficial effects on recreation compared to the proposed project. The no project alternative would not meet the goals of the Placer County General Plan or Placer Legacy Program, nor would it meet the intended use of the PLT and County-held properties and easements, namely, to utilize the properties for public recreational purposes including hiking, bicycling, and equestrian uses as well as for conservation of the natural resources.

REDUCED VISITOR ACCESS FOR THE THREE NEW PARKING AREAS (ALTERNATIVE 2)

Alternative 2 assumes 30 miles of proposed natural-surface trails, two bridge crossings over Raccoon Creek, and stream crossings would be constructed over time as described under the proposed project. Alternative 2 would also provide 25 additional vehicle parking spaces at the existing Mears Place park entry, 30 automobile parking spaces at the Garden Bar entrance (along with the improvements associated with Phase 1A, 1B, and 1C of the new Garden Bar parking area), 18 automobile parking spaces at the Harvego parking area (in addition to other Phase 1 and 2 improvements), and 54 automobile and 20 equestrian parking spaces, along with other corresponding improvements associated with Phase 1 of the Twilight Ride parking area. In total, Alternative 2 would reduce the total number of new automobile parking spaces to 127 and the equestrian parking spaces to 20, versus 297 automobile and 68 equestrian spaces proposed at full buildout. Alternative 2 would eliminate the unavoidable significant impact associated with tree removal along Garden Bar Road and substantially reduce VMT, although the significant unavoidable traffic impacts would remain. However, Alternative 2 would not implement full buildout of the parking lots, trailhead amenities, sanitation improvements and emergency response amenities planned for the entrances at the Garden Bar Road, Harvego, and Twilight Ride trailheads.

ABILITY OF REDUCED VISITOR ACCESS FOR THE THREE NEW PARKING AREAS (ALTERNATIVE 2) TO ACHIEVE PROJECT OBJECTIVES

Alternative 2 would not go as far toward meeting the project objectives as fewer visitors could be accommodated. Alternative 2 would also not provide the same level of benefit to the community offered by the project because it reduces the number of water tanks and helipads for use in fighting wildfires. Lastly, Alternative 2 would not provide any equestrian facilities at either the Garden Bar or Harvego Preserve entrances, and no permanent restroom would be provided at the Harvego Preserve. Objectives not as fully achieved with Alternative 2 as with the proposed project include:

- Implement the recreational resource objectives of the Placer Legacy Open Space and Agricultural Conservation Program (available at <https://www.placer.ca.gov/3420/Placer-Legacy>), beginning on page 3-17 that aim to “...enhance recreational opportunities in the County by improving public trail access, including the construction of staging areas and parking lots, as well as the purchase of public access easements on private land to provide connections to public land and city trail connections” and “provide regional recreational facilities in the foothill region, supplementing the recreation opportunities provided on public lands to the east and municipal park facilities in urbanized areas. South Placer residents would be served by one or more large regional parks (300 acres or greater) in a rural setting with a variety of passive recreation opportunities. Such a park may be connected with larger area of protected land, providing additional wildlife habitat value.”
- Expand the existing multi-use, natural-surface trail system to provide recreational opportunities for the residents of Placer County and the region, while maintaining safety for park users, visitors, and nearby residents.

REDUCED VISITOR ACCESS FOR GARDEN BAR ROAD ACCESS ONLY (ALTERNATIVE 3)

Alternative 3 would construct all the project improvements except at the Garden Bar Road entrance, where only Phase 1A, Phase 1B, and Phase 1C improvements would take place. Phase 2 (allowing for additional automobiles) and Phase 3 (allowing for equestrian trailers) would be eliminated from the Project Description. Alternative 3 would reduce the automobile parking count at this entrance by 40 spaces and the equestrian parking count by 20 spaces. Under Alternative 3, improvements include 30

miles of new native-surface trail system, two bridges crossing Raccoon Creek, access roads, and full build-out of the Mears, Twilight Ride, and Harvego trailheads accommodating 277 new automobile parking spaces and 48 new equestrian trailer parking spaces, supported with amenities including picnic benches and tables, restrooms, and potable water. All phases of the proposed Twilight Ride and Harvego trailheads as well as the additional 25 parking spaces at the Mears Place entrance would be open to the public and access would remain controlled by the reservation system. This Alternative would eliminate the significant and unavoidable impact to visual resources associated with the full buildout of the Garden Bar Road trailhead. However, Alternative 3 would not implement full buildout of the Garden Bar Road access as originally intended and would not provide a western staging area for equestrian trailers.

ABILITY OF REDUCED VISITOR ACCESS FOR GARDEN BAR ROAD ONLY (ALTERNATIVE 3) TO ACHIEVE PROJECT OBJECTIVES

Alternative 3 would not go as far toward meeting the project objectives as fewer visitors could be accommodated. Alternative 3 would not provide any equestrian facilities at the Garden Bar entrance. Objectives not fully achieved with Alternative 3 as with the proposed project would be the same as described above for Alternative 2.

COMPARISON OF ALTERNATIVES

Table 2 provides a summary comparison of the environmental impacts of No Project Alternative, the Reduced Access Alternative (Alternative 2), and the Reduced Access for Garden Bar Only Alternative (Alternative 3) to the environmental impacts of the proposed HFRP Trail Expansion Project. The No Project Alternative would reduce all significant project impacts; however, the No Project Alternative does not attain any of the County's project objectives.

Alternative 3 would not go as far toward meeting the project objectives. Alternative 3 would alleviate the severity of significant project impacts to the visual character of Garden Bar Road. Keeping Garden Bar Road at its present width avoids tree removal and the Significant and Unavoidable impact to Visual Resources would be eliminated (similar to Alternative 2). Alternative 3 would not eliminate the significant and unavoidable impacts to traffic. Less ground disturbance is required to implement this alternative, and fewer air emissions would be generated during construction and operation. However, Alternative 3 would not decrease activity at the three new proposed trailheads, so the demand for public services and utilities would be greater than Alternative 2 (the environmentally superior alternative).

The environmentally superior alternative would be the No Project Alternative; however, according to the State CEQA Guidelines, if the environmentally superior alternative is the No Project Alternative, an environmentally superior alternative must be selected from the other alternatives. The environmentally superior alternative among the other alternatives is Alternative 2, Reduced Trailhead Amenities Alternative. Alternative 2 would alleviate the severity of significant project impacts to the visual character of Garden Bar Road. Alternative 2 requires less land disturbance because road widening at Garden Bar Road is not required. Keeping Garden Bar Road at its present width avoids tree removal and the Significant and Unavoidable impact to Visual Resources would be eliminated. In addition, although Alternative 2 would not eliminate the significant and unavoidable impacts to traffic, it would substantially reduce the vehicle trips on local roads compared to Alternative 3. Less ground disturbance is required to implement this alternative, and fewer air emissions would be generated during construction and operation. Lastly, selection of Alternative 2 would decrease activity at the three new proposed trailheads, so the demand for public services and utilities would be less than that of the project.

Table 2. Comparison of Environmental Impacts for HFRP Trail Expansion Project Alternatives

Issue Area	No Project (Alternative 1)	Reduced Access (Alternative 2)	Reduced Access for Garden Bar Road Only (Alternative 3)
Land Use and Agricultural Resources	None	Similar	Similar
Biological Resources	None	Less	Less
Cultural Resources and Tribal Cultural Resources	None	Less	Slightly Less
Visual Resources	None	Significantly Less	Significantly Less
Transportation and Circulation	None	Slightly Less	Slightly Less
Air Quality	None	Less	Slightly Less
Noise	None	Less	Slightly Less
Soils, Geology, Seismicity, and Mineral Resources	None	Less	Slightly Less
Hydrology and Water Quality	None	Less	Slightly Less
Public Services and Utilities	None	Less	Slightly Less
Hazardous Materials and Hazards	None	Slightly Less	Slightly Less
Greenhouse Gas Emissions and Energy	None	Less	Slightly Less
Wildfire	None	Less	Slightly Less

RECOMMENDED REDUCED PROJECT

As discussed above in the “Project Description” section, the Parks Division is recommending a “Reduced Project”, which is a further reduction beyond Alternative 2. The difference in the “Reduced Project” and Alternative 2 is that the “Reduced Project” would limit activity at the Harvego Preserve to 12 docent-led tours per year, as is currently allowed within the agreement between the owner and the PLT, and would limit the traffic at the Garden Bar 40 parking area to that allowed in Phases 1A and 1C. This would greatly reduce the number of trips proposed on Curtola Ranch Road from that proposed with Alternative 2, and would also reduce the number of trips to the Garden Bar 40 parking area, thereby reducing the total amount of VMT. As such, it would be considered environmentally superior to Alternative 2.

FINDING

Based on impacts identified in the SEIR and throughout this findings document, the County finds that the HFRP Trail Expansion Reduced Project is the most desirable, feasible, and appropriate, and therefore rejects the other alternatives as described in the SEIR.

XIV. Statement of Overriding Considerations

In determining whether to approve a project, CEQA requires all public agencies to balance the benefits of a project against any unavoidable environmental impacts. The Board of Supervisors approves the Hidden Falls Regional Park Trails Expansion Reduced Project despite the significant unavoidable adverse impacts identified in the SEIR. The SEIR consists of two text volumes and associated appendices: the Draft SEIR and the Draft SEIR technical appendices, and the Final SEIR text.

The SEIR identifies and discusses unavoidable significant impacts that would occur as a result of implementing the project, in addition to addressing comments received on the Draft SEIR. With

implementation of the MMRP adopted by the County to mitigate or avoid significant impacts on the environment, many of the environmental impacts of the project can be reduced to a less-than-significant level. The Final SEIR determined that the proposed Reduced Project is expected to result in one significant and unavoidable impact and one significant and unavoidable cumulative impact that are identified below.

SIGNIFICANT AND UNAVOIDABLE IMPACTS OF THE PROJECT

The Draft SEIR concludes that all impacts associated with the proposed Hidden Falls Regional Park Trail Expansion Reduced Project can be mitigated to less-than-significant levels except for two that are considered significant and unavoidable. Each is discussed below.

- **Impact 8-3: Transportation and Circulation – Conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b).** The proposed project results in an increase in VMT. Since no threshold has been established by the County, and the proposed project is inconsistent with the MTP/SCS, the increase in VMT is considered significant. Due to the rural nature of the project, the only feasible mitigation measure to reduce VMT is the parking reservation system which is included as a project feature in the project description employed for weekends, holidays, and other peak visitation days. Although the parking reservation system limits VMT and encourages carpooling, the increase in VMT remains significant and unavoidable.
- **Conflict with CEQA Guidelines Section 15064.3 subdivision (b) - Cumulative Plus Project Conditions.** The proposed project will continue to generate VMT under cumulative plus project conditions and since no threshold has been established by the County and the project is inconsistent with the MTP/SCS, the increase in VMT is a cumulatively considerable impact. Due to the rural nature of the project, the only feasible mitigation measure to reduce VMT is the parking reservation system which is included in the project description and employed for weekends, holidays, and other peak visitation days. Although the parking reservation system limits VMT and encourages carpooling, the increase in VMT remains significant and unavoidable.

BENEFITS OF THE PROJECT

In the Board's judgment, the project and its benefits outweigh its unavoidable significant effects. The following statement identifies the reasons why, in the Board's judgment, the benefits of the project as approved outweigh its unavoidable significant effects. The Board finds that each of the identified benefits is individually meritorious and taken together provide substantial public benefits that are sufficient to justify approval of the project.

Pursuant to PRC Section 21081 and Section 15093 of the CEQA Guidelines, the Board of Supervisors adopts and makes the following statement of overriding considerations regarding the remaining significant unavoidable impact of the project, as discussed above, and the anticipated social, health, economic, and other benefits of the project.

The Board of Supervisors finds and determines that (1) the majority of the significant impacts of the project will be reduced to acceptable levels by implementation of the mitigation measures recommended in these findings; (2) the Board of Supervisors approval of the project as proposed will result in one project and one cumulative significant adverse environmental impact that cannot be avoided or reduced to a less-than-significant level even with the incorporation of all feasible mitigation measures into the project; and (3) there are no other feasible mitigation measures or feasible project alternatives that will further mitigate, avoid, or reduce to a less-than-significant level the remaining significant environmental effects.

In light of the health, social, economic, and other considerations identified in the findings above, and the considerations set forth below related to this project, this Board of Supervisors chooses to approve the project because, in its view, the health, social, economic and other benefits resulting from the project substantially outweigh the project's significant and unavoidable adverse environmental effects.

The following statements identify the reasons why, in the Board of Supervisors judgment, the benefits of the project outweigh the significant and unavoidable impacts. The substantial evidence supporting the enumerated benefits of the project can be found in the preceding findings, which are herein incorporated by reference; in the project itself; and in the record of proceedings as defined above. The overriding consideration set forth below constitutes a separate and independent ground for finding that the benefits of the project outweigh its significant adverse environmental effects and is an overriding consideration warranting approval.

- **Opportunities for a wide variety of park users to access features within Hidden Falls Regional Park and the Trails Expansion area.** The proposed HFRP Trail Expansion Reduced Project would improve and expand trails intended for public passive recreational and educational access without overburdening the natural resources and functional capacity of the site and appurtenant roadway system. The proposed project includes a multiple-use, natural-surface trail system that will provide recreational opportunities for the residents of Placer County as well as visitors, while maintaining safety for Park and Trail Expansion area users, visitors, and nearby residents. Without implementation of the project, much of this land would remain inaccessible to the public for passive recreation opportunities.
- **Open Space and Trail Benefits.** In 2017, the Parks Division commissioned an online survey of recreational trends and needs in Placer County. The high use and desire for trails and open space was a pronounced response throughout the various survey questions. There were 3,026 responses to the survey. Asked about current participation in various recreation activities, top-10 results included, walking, hiking, enjoying nature, accessing backcountry trails, biking/mountain biking, and dog walking. Lack of parking, lack of trail connectivity, and crowded trails were listed as top deterrents to using County parks, trails, and open space. Respondents stated that they placed a high value on the County parks, trails, and beaches because of improved health, fitness, and well-being, visual "green spaces", community economic vitality, encouragement of youth in the outdoors, preserved space for wildlife habitat, having natural places in the outdoors for exploration, controlling development and growth, retaining scenic and historic sites, land stewardship, and quiet enjoyment of nature. Respondents expressed strong support for the County to acquire more natural areas/open space, and providing more trails and recreation access in open space.

The proposed project meets the desires identified by survey respondents. It increases accessibility and ease of recreation, and addresses the obstacles identified in the survey responses as deterrents to those activities. Specifically, the proposed project will increase trail connectivity and increase parking capacity. In addition, the proposed project improves the quality of life for County residents overall through improved fitness and well-being and retains many scenic areas within the County for the benefit of all.

- **The staff recommended Reduced Project is consistent with the applicable policies and goals of the Placer County General Plan.** A discussion of the primary goals and policies related to recreational facilities is included below:
 - *Goal 5.A: To develop and maintain a system of conveniently located, properly-designed parks and recreational facilities to serve the needs of present and future residents, employees, and visitors.*

The need for more multi-use trails has been a constant theme from the residents within Placer County, as heard through MAC meetings, user group meetings, and from the countywide survey

conducted through the Draft Parks and Trails Master Plan process. The recommended Reduced Project would provide the general public with 30 miles of additional trails, accompanied with three new access points for the different areas of the trail system. The recommended Reduced Project increases the convenience of open space lands and trails, and increases the trail network within the County, so that residents, employees and visitors have additional places where they can recreate. As the population of the County increases, the desire for additional recreational opportunities increases as well, and the recommended Reduced Project helps to meet that need.

- *Policy 5.A.11. Regional and local recreation facilities should reflect the character of the area and the existing and anticipated demand for such facilities.*

The recommended Reduced Project would provide approximately 2,765 acres of permanently protected open space land, complete with oak woodlands and riparian areas, that together would maintain the natural character of the area in perpetuity. Cattle grazing would remain within these areas, and would continue the agricultural history of the area, as well as provide a meaningful way to manage vegetation growth. The types of uses proposed for the natural-surface trails (hiking, biking and horse-back riding), along with rustic quality of amenities proposed would be similar to those existing within HFRP, and would reflect the rural character of the area. The 30 miles of trails, added to what has been developed with HFRP, would help meet the existing and anticipated demand for these types of facilities.

- *Policy 5.A.12. The County shall encourage recreational development that complements the natural features of the area, including the topography, waterways, vegetation, and soil characteristics.*

The recommended Reduced Project would carefully weave natural-surface trails throughout the 2,765 acres of oak studded woodlands and riparian areas and would provide vista viewpoints which highlight the beauty of the surrounding area.

- *Policy 5.C.1. The County shall support development of a countywide trail system designed to achieve the following objectives:*

c. *Provide access to recreation areas, major waterways, and vista points.* The recommended The proposed Reduced Project would provide access to two different watersheds that include Raccoon Creek and the Bear River, and would provide multiple vista points with views of the Sierra Nevada Mountains and surrounding foothill beauty.

d. *Provide for multiple uses (i.e., pedestrian, equestrian, bicycle).* Multi-use, natural-surface trails are proposed with this proposed Reduced Project.

h. *Protect sensitive open space and natural resources.* The land within the Trails Expansion area owned by the Placer Land Trust is permanently protected under Conservation Easements. All proposed trails would be constructed to preserve and respect natural and cultural resources.

- **Permanent protection and management of regional open space.** The proposed HFRP Trail Expansion Reduced Project would preserve, protect and manage open space and blue oak woodland habitat potentially utilized by special-status species. The Proposed Project provides an additional measure of creating viable use and access to the land that ultimately increases public interest, enjoyment and perceived value in the land for open space purposes.

- **Promotes environmental education and awareness.** The proposed Reduced Project supports the future ability to create natural, cultural, and historic education and interpretive opportunities for youth and adults, fostering stewardship and environmental awareness. Historic use of open space land in the region has shown that there is a strong desire for additional open space opportunities, and specifically opportunities for persons to immerse themselves in local woodland habitat, which ultimately leads to education and awareness of the need to protect similar areas for those visitors.

XV. Conclusion

Having reduced most of the effects of the project by adopting all feasible mitigation measures, and balancing the benefits of the project against the project's significant and unavoidable adverse environmental impact, the Board of Supervisors hereby determines that the specific overriding social, health, environmental, and economic benefits of the Reduced Project set forth above outweigh the potential unavoidable adverse effects of the project on the environment.

The Board of Supervisors finds that the overriding considerations set forth above constitutes a separate and independent basis for finding that the benefits of the Reduced Project outweigh the unavoidable adverse environmental effects, and warrants approval of the Reduced Project.

XVI. References

This Findings of Fact and Statement of Overriding Considerations includes all references used in Chapter 20, "References," of the Draft SEIR.

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
5.0 SOILS, GEOLOGY, AND SEISMICITY					
5-1	Soils, Geology, and Seismicity – Construction- and Operation-Related Erosion Hazards.	<p>Mitigation Measure S5-1: Obtain Authorization for Construction and Operation Activities with the Central Valley Regional Water Quality Control Board and Implement Erosion and Sediment Control Measures as Required.</p> <p>A: Implement Stormwater BMPs. Water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment (2015), and for Industrial and Commercial (or other similar source as approved by the County). Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the County. BMPs shall be designed in accordance with the West Placer Storm Water Quality Design Manual for sizing of permanent post-construction Best Management Practices for stormwater quality protection. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by appropriate regulatory authorities. All permanent BMPs shall be maintained as required to ensure effectiveness.</p>	County and contractors	Prior to and during construction	County and Central Valley Regional Water Quality Control Board
		<p>B: Obtain RWQCB Permit and Implement Construction BMPs. Prior to any construction commencing on projects with ground disturbance exceeding 1 acre, the applicant shall provide evidence of a WDID number generated from the State Regional Water Quality Control Board's Stormwater Multiple Application & Reports Tracking System (SMARTS). This serves as the Regional Water Quality Control Board approval or permit under the National Pollutant Discharge Elimination System (NPDES) construction storm water quality permit. BMPs shall be designed to ensure that pollutants contained in project-related storm water discharges are reduced to the maximum extent practicable and that non-storm water discharges are prevented from leaving the site, both during and after construction, as required by Placer County's Stormwater Quality Ordinance. Construction (temporary) BMPs for the project include, but are not limited to:</p> <ul style="list-style-type: none"> ► Use temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; 	County and contractors	Prior to and during construction	County and Central Valley Regional Water Quality Control Board

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
		<ul style="list-style-type: none"> ▶ Store materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; ▶ Use water for dust control; ▶ Construct sediment control basins; ▶ Regular sweeping of entry and exit areas to minimize off-site sediment transport; ▶ Install traps, filters, or other devices at drop inlets to prevent contaminants from entering storm drains; and ▶ Use barriers, such as straw bales, perimeter silt fences, or placement of hay bales, to minimize the amount of uncontrolled runoff that could enter drains or surface water. 			
		<p>C: Implement Post-Development BMPs. Post-development (permanent) BMPs for the project include, but are not limited to:</p> <ul style="list-style-type: none"> ▶ The project will have an effective system of erosion and sedimentation control, consisting of vegetative and structural measures and management practices, to reduce the damage of erosion and costly clean-up procedures. ▶ Following trail construction, wattles/fiber rolls and/or gravel-filled bags will remain in place until permanent stabilization measures have proven successful. ▶ For the duration of the project, storm drainage within ditch systems associated with switchback construction will have stabilized ditch protection. This will consist of filter fabric, mulch, or a 3-inch gravel base. ▶ Plan development to fit the particular topography, soils, waterways, and natural vegetation of the site, to avoid the creation of erosion problems on the site. ▶ Reduce erosion hazards and runoff volumes and velocity by limiting the length and steepness of slopes. Slopes subject to erosion should not be steeper than 2:1 horizontal to vertical. ▶ Break up long steep slopes by benching, terracing, or diversion structures. ▶ Use existing vegetation to control erosion to (a) shield the soil surface from rain, (b) increase infiltration, (c) reduce velocity of runoff and (d) hold soil in place and act as a filter. ▶ Time the project so that grading and construction occur during the normal dry season to the extent feasible. ▶ The County shall also consult with the RWQCB to acquire the appropriate regulatory approvals that may be necessary to obtain Section 401 water quality certification. 	County and Contractors	Following construction	County and Central Valley Regional Water Quality Control Board
5-2	Soils, Geology, and Seismicity—Risks to	See Mitigation Measure 9-1, below: Conduct On-Site Soil Testing and Prepare and Implement an Asbestos Dust Control Plan, If Needed	County and Contractors	Prior to and during construction	County

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
	People from Naturally Occurring Asbestos.				
5-3	Soils, Geology, and Seismicity—Risks to People and Structures Caused by Strong Seismic Ground Shaking or Fault Rupture.	<p>Mitigation Measure S5-2: Obtain and Implement Seismic Engineering Design Recommendations.</p> <p>a. Prior to issuance of grading permits, the applicant shall obtain the services of a qualified, licensed geotechnical engineer to examine for traces of the Bear Mountain fault within the project area. If traces of the Bear Mountain fault cross the project area, a qualified, licensed geotechnical engineer shall develop engineering design recommendations for the project area. The recommendations shall include calculation of seismic shaking hazards using the appropriate computer modeling software, and shall include specific structural design recommendations to minimize potential damage to buildings and structures from seismic events. The recommendations shall also include an examination of the traces of the Bear Mountain fault system within the project area, including surface reconnaissance, and shall make recommendations for building foundation and infrastructure design accordingly. All appropriate design recommendations shall be implemented during the project design and construction phases.</p>	County and Contractors	Prior to construction	County
		<p>b. No structures intended for human occupancy shall be constructed within a 100-foot-wide no building zone over the Bear Mountain fault traces. However, following completion of the seismic study required in (a) above, the no building zone may be modified if recommended by the geotechnical engineer.</p>	County and Contractors	Prior to construction	County
		<p>c. Prior to issuance of grading permits, the County shall obtain the services of a qualified, licensed geotechnical engineer to prepare a comprehensive final geotechnical report for the entire project area with specific design recommendations sufficient to ensure the safety of soil conditions, project structures, and site occupants. The report shall include project design and construction recommendations to address:</p> <ul style="list-style-type: none"> • Site preparation and grading, including surface and subsurface prep work, engineered fill materials, fill placement and compaction, trench backfill, and surface drainage; • Foundation requirements specific to the location of each component of the proposed project; • Concrete slabs-on-grade, both interior and exterior; • Retaining and below grade walls; and • Road, pavement, and parking area design. 	County	Prior to construction	County

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
		<ul style="list-style-type: none"> The seismic engineering design recommendations shall be incorporated into the project design. Adequate field inspection shall occur during construction. <p>It is the responsibility of the County to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.</p>			
6.0 CULTURAL RESOURCES					
6-1	Cultural Resources – Potential for substantial adverse change to a Significant Cultural Resource.	<p>Mitigation Measure 6-1: Modify Project Plans to Avoid Potentially Significant Cultural Resources and Actively Monitor Resources for Indirect Effects.</p> <p>The County will prepare detailed design of trails, roads, and Park facilities to ensure that direct effects associated with project implementation avoids all significant and potentially significant documented cultural resources in the project area. As part of the County’s ongoing operational responsibility, usage trends that threaten any potentially significant documented cultural resources will be actively managed to avoid damage. If designing such trails and facilities to avoid potential impacts is not feasible or if management of Park usage indicates potential impacts to significant or potentially significant cultural resources, an approved treatment plan shall be drafted and implemented to mitigate the significant impacts. Such a plan may include one or more of the following elements:</p> <ul style="list-style-type: none"> ▶ vegetation removal and surface inspection; ▶ ethnographic studies or Native American consultation, or both; ▶ subsurface testing; and ▶ if necessary, data recovery. 	County and contractors	Prior to and during construction	County
6-2	Cultural Resources – Potential for Disturbance of Undiscovered Cultural Resources.	<p>Mitigation Measure 6-2: Protect Previously Unknown Cultural Resources.</p> <p>Given the potential for subsurface deposits, if undocumented resources are encountered during construction, all destructive work in the vicinity of the find shall cease until a qualified professional archaeologist can assess the significance of the find and, if appropriate, provide recommendations for treatment. Appropriate measures for treatment may include no action, avoidance of the resource through relocation of Park facilities, subsurface testing, and potentially data recovery. For any such discovery, a memorandum documenting the results of the evaluation shall be provided to the County by the archaeologist, and the County shall forward the memorandum to the California Department of Parks and Recreation and the State Historic Preservation Officer.</p>	County and contractors	During construction	County
6-3	Cultural Resources – Potential for	<p>Mitigation Measure 6-3: Stop Potentially Damaging Work if Human Remains are Uncovered during Construction.</p>	County and contractors	During construction	County

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
	Disturbance of Unknown Human Interments.	<p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, the construction contractor or the County, or both, shall immediately halt potentially damaging excavation in the area of the burial and notify the County coroner and a qualified professional archaeologist to determine the nature of the remains. The coroner shall examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands, in accordance with Section 7050(b) of the Health and Safety Code. If the coroner determines that the remains are those of a Native American, he or she shall contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). After the coroner's findings are presented, the County, the archaeologist, and the NAHC-designated Most Likely Descendant (MLD) shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the County coroner, notification of the NAHC, and identification of a MLD shall be followed. The County shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD shall have 48 hours after being granted access to the site to complete a site inspection and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. Assembly Bill (AB) 2641 (Chapter 863, Statutes of 2006) suggests that the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641 includes a list of site protection measures and states that the County shall comply with one or more of the following measures:</p> <ul style="list-style-type: none"> ▶ Record the site with the NAHC or the appropriate Information Center. ▶ Utilize an open-space or conservation zoning designation or easement. ▶ Record a document with the county in which the property is located. <p>The County or its authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify a MLD, or if the MLD fails to make a</p>			

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
		recommendation within 48 hours after being granted access to the site. The County or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the MLD, and mediation by the NAHC fails to provide measures acceptable to the landowner. Adherence to these procedures and other provisions of the California Health and Safety Code and AB 2641 would reduce potential impacts on human remains to a less-than-significant level.			
6-4	Tribal Cultural Resources	<p>Mitigation Measure S6-4: Post Ground-Disturbance Site Visit</p> <p>Although no unique archaeological resources have been identified within the project development areas and the NAHC Sacred Lands database search was negative, there is a possibility that resources which UAIC or Colfax Todds Valley tribal members consider to be Tribal Cultural Resources could be unearthed during project construction. Once new trails and/or parking areas have been graded and prior to the new trails and/or parking areas being opened to the public, the County will notify the UAIC and the Colfax Todds Valley Consolidated Tribe so they may conduct an additional site visit, if they desire.</p> <p>In addition, if tribal cultural resources are identified that have the potential to be adversely affected by the project, Placer County will work with the tribes to minimize those impacts. Examples of impact minimization could include:</p> <ul style="list-style-type: none"> (1) avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context (2) treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: <ul style="list-style-type: none"> (A) protecting the cultural character and integrity of the resource; (B) protecting the traditional use of the resource; or (C) protecting the confidentiality of the resource. 	County	During construction	County
7.0 VISUAL RESOURCES					
7-3	Visual Resources – Long-Term Changes in Visual Resources Associated with the Improvements to Garden Bar	<p>Mitigation Measure 7-1: Revegetate and Restore All Disturbed Areas to Minimize Visual Quality Impacts.</p> <p>To address the potential degradation of visual quality resulting from tree removal, the County shall revegetate and restore all disturbed areas. Revegetation undertaken between April 1 and October 1 shall include regular watering to ensure adequate initial growth. To the extent feasible, restoration of trees and shrubs shall reduce visual impacts for affected properties. Revegetation of disturbed areas shall promote restoration of vegetation over time that is as</p>	County and Contractors	Following construction	County

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
	Road and Curtola Ranch Road.	<p>consistent as feasible with the surrounding natural landscape, recognizing constraints of the right-of-way and available space. The County shall prepare a restoration and revegetation plan that implements actions intended to mitigate the impacts on trees and vegetation removed along Garden Bar Road. The plan will be prepared in conjunction with detailed roadway engineering design, so that precise areas of disturbance are known and the revegetation process can be coordinated with roadway implementation. Portions of the revegetation plan may be implemented on adjacent property outside the County road right-of-way by agreements with willing property owners.</p> <p>Note: This Mitigation Measure would not be applicable to the staff-recommended Reduced Project.</p>			
		<p>See Mitigation Measure S12-7 below, “Biological Resources”: Protect Oak Woodland Habitat</p> <p>If removal of native trees larger than 6 inches dbh is required during construction of the proposed project, the County shall compensate for removal of those trees by paying in-lieu fees into the County approved oak woodland preservation fund as stipulated in the Placer County Tree Ordinance and in consultation with a certified arborist.</p>	County	Prior to construction	County
8.0 TRANSPORTATION AND CIRCULATION					
8.4	Conflict with adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities – Increase in Traffic Impacts Associated with Project Access.	<p>Mitigation Measure S8-4: Prepare Improvement Plans and Construct Improvements for Access to Twilight Ride</p> <p>With the initial Phase of the parking space construction and access at the Twilight Ride site, Improvement Plans shall be prepared showing the construction of a driveway encroachment onto Bell Road to a Plate 116 Major Land Development Manual standard, unless an alternative is approved by the County Department of Public Works that results in an equal level of performance based on the considerations listed in General Plan Policy 3.A.7(5) (listed earlier in this chapter). The design speed along Bell Road shall be 40 miles per hour, unless an alternate design speed is approved by the Department of Public Works (DPW). The improvements shall begin at the outside edge of any future lane(s) as directed by the DPW and the Engineering and Surveying Division (ESD). The Plate 116 structural section within the main roadway right-of-way shall be designed for a Traffic Index of 7.5 but said section shall not be less than 3 inches of Hot Mix Asphalt (HMA) over 8 inches of Class 2 Aggregate Base (AB) unless otherwise approved by the ESD.</p> <p>Note: With the staff-recommended Reduced Project, there is no phasing of the improvements at the Twilight Ride site. Under the Reduced Project, the improvements</p>	County and Contractors	Prior to construction of Phase 1 at Twilight Ride Parcel	County

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
		delineated within Phase 1 will occur with full build-out of the Project.			
		<p>Mitigation Measure S8-5: Construct Left Turn Lane at Access to Twilight Ride Prior to operation of Phase 2 (time at which point 75 percent of the parking stalls at the Twilight Ride access are constructed), Improvement Plans meeting County standards shall be prepared showing the construction of a left turn lane at the Twilight Ride access encroachment from Bell Road onto the site to the satisfaction of the Department of Public Works. Traffic stripe removal, new striping and pavement markings shall conform to criteria specified in the latest version of the Caltrans Highway Design Manual for a design speed of 40 miles per hour (mph), unless an alternative is approved by the Department of Public Works.</p> <p>Note: This Mitigation Measure would not be applicable to the staff-recommended Reduced Project.</p>	County and Contractors	Prior to operation of Phase 2 at Twilight Ride Parcel	County
8-5	Cause a substantial increase in hazards to motorists, pedestrians, and bicyclists attributable to a geometric design feature or incompatible uses.	<p>Mitigation Measure S8-1: Implement Traffic Control Measures During Park Reservation-Based Events. Reservation-based events (involving less than 200 people on-site at a given time) entering at the Garden Bar entrance would be regulated by the County Parks Division Reservation System. The Reservation System would include, but not be limited to, applicable restrictions on:</p> <ul style="list-style-type: none"> ▶ number of events – limited to six (6) times per year; ▶ event start and end times so as to minimize impacts to traffic along Garden Bar Road and not to exceed peak usage capacity or coincide with scheduled use of the road by school buses; ▶ regulate the days and/or times of reservation-based events to avoid peak days or times such as holiday weekends, as necessary; ▶ regulation of number and types of vehicles so as not to exceed parking capacity of the unimproved event parking area at the Garden Bar 40 parking area in combination with daily use. The County may regulate the days and/or times of reservation-based events to avoid peak days or times such as holiday weekends, as necessary. 	County and Permittee	Following construction during reservation-based events at Garden Bar	County
		<p>Mitigation Measure S8-2. Install No Parking Signs to discourage Pedestrian Travel on Local Roads Prior to the use of the new parking areas, install “No Parking” signs along public roads serving the Project site as authorized by the Placer County Board of Supervisors to discourage offsite parking and limit pedestrian movement between offsite street parking and each project entry. If parking on side streets near park entrances becomes a repetitive problem, the County shall institute “No Parking” areas along the impacted portions of the roadways.</p>	County	Prior to use of new parking areas	County

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
		<p>Mitigation Measure S8-3. Install or Upgrade Traffic Control Devices along Cramer Road Prior to the public use of the Twilight Ride facility in Phase 1, install or upgrade traffic control devices along Cramer Road to meet current MUTCD standards for message, location and sign condition to the satisfaction of the Department of Public Works.</p> <p>Note: With the staff-recommended Reduced Project, there is no phasing of the improvements at the Twilight Ride site. Under the Reduced Project, the improvements delineated within Phase 1 will occur with full build-out of the Project.</p>	County	Prior to public use of the Twilight Ride facility in Phase 1	County
		See Mitigation Measure S8-4 above. Prepare Improvement Plans and Construct Improvements for Access to Twilight Ride	County and Contractors	Prior to construction of Phase 1 at Twilight Ride Parcel	County
9.0 AIR QUALITY					
9-3	Air Quality – Exposure of Sensitive Receptors to Emissions of Toxic Air Contaminants (TACs).	<p>Mitigation Measure 9-1: Conduct On-Site Soil Testing and Prepare and Implement an Asbestos Dust Control Plan, If Needed. Prior to construction activity, the County shall test the on-site soils for the presence of asbestos. If naturally-occurring asbestos, serpentine, or ultramafic rock is either known to be located onsite, or is disclosed in the project’s geology/soils survey report, or if the project is located in, partly or entirely, “a most likely” to contain Naturally Occurring Asbestos Area, as shown on the Geologic maps prepared by the California Geologic Survey (formerly the California Division of Mines and Geology), the following measures shall be implemented.</p>	County and Contractors	Prior to and during construction	County
		The project shall comply with PCAPCD Rule 228 for fugitive dust control. In addition, the County shall prepare an asbestos dust control plan for approval by PCAPCD as required in Section 93105 of the California Health and Safety Code, “Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations.” The asbestos dust control plan shall specify measures, such as periodic watering to reduce airborne dust and ceasing construction during high winds to ensure that no visible dust crosses the property line. The County shall submit the plan to the County Planning Department for review and PCAPCD for review and approval before construction of the first project phase. Approval of the plan must be received from PCAPCD before any asbestos-containing rock (serpentine) can be disturbed. Upon approval of the asbestos dust control plan by PCAPCD, the	County and contractors	Prior to and during construction	County

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
		County shall ensure that construction contractors implement the terms of the plan throughout the construction period. If asbestos is found in concentrations greater than 5 percent, the material shall not be used as surfacing material as stated in state regulation CCR Title 17 Section 93106 (“Asbestos Airborne Toxic Control Measure-Asbestos Containing Serpentine”). The material with naturally occurring asbestos can be reused at the site for sub-grade material covered by other non-asbestos-containing material in accordance with Placer County APCD Rule 228 and Section 93105, Title 17, California Code of Regulation (CCR) by the California Air Resources Board per Health and safety Code Section 39666. If asbestos containing soil is found on trail surfaces, the asbestos dust control plan shall include provisions including capping or other treatment of trail surfaces to avoid exposure by trail users.			
		<p>Mitigation Measure S9-2: List Standard Air Quality Notes on Grading and Improvement Plans.</p> <p>The following standard notes shall be listed on all Grading/Improvement Plans:</p> <ol style="list-style-type: none"> Prior to construction activity, a Dust Control Plan or Asbestos Dust Mitigation Plan shall be submitted to the Placer County Air Pollution Control District (PCAPCD). The Dust Control Plan shall be submitted to the PCAPCD a minimum of 21 days before construction activity is scheduled to commence. The Dust Control Plan can be submitted online via the fill-in form: http://www.placerair.org/dustcontrolrequirements/dustcontrolform. Construction equipment exhaust emissions shall not exceed the PCAPCD Rule 202 Visible Emissions limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by the PCAPCD to cease operations, and the equipment must be repaired within 72 hours. Dry mechanical sweeping is prohibited. Watering of a construction site shall be carried out to mitigate visible emissions. (Based on PCAPCD Rule 228 / Section 301). The contractor shall apply water or use methods to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked offsite. (Based on PCAPCD Rule 228 / section 304). During construction activity, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust or visible emissions from crossing the project boundary line. (Based on PCAPCD Rule 228 / section 401.2). The contractor shall suspend all grading operations when fugitive dust exceeds the PCAPCD Rule 228 (Fugitive 	County and Contractors	During Preparation of grading/imp rovement plans and during construction	County

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
		<p>Dust) limitations. Visible emissions of fugitive dust shall not exceed 40% opacity, nor go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed PCAPCD Rule 228 limitations. (Based on PCAPCD Rule 228 / section 302 & 401.4).</p> <p>g. The prime contractor shall be responsible for keeping adjacent public thoroughfares clean by keeping dust, silt, mud, dirt, and debris from being released or tracked offsite. Wet broom or other methods can be deployed as control and as approved by the individual jurisdiction. (Based on PCAPCD Rule 228/ section 401.5).</p> <p>h. The contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures. (Based on PCAPCD Rule 228 / section 401.6).</p> <p>i. To minimize wind-driven dust during construction, the prime contractor shall apply methods such as surface stabilization, the establishment of a vegetative cover, paving (or use of another method to control dust as approved by Placer County). (Based on PCAPCD Rule 228 / section 402).</p> <p>j. The contractor shall not discharge into the atmosphere volatile organic compounds caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance unless such manufacture or use complies with the provisions of Rule 217 Cutback and Emulsified Asphalt Paving Materials.</p> <p>k. During construction, open burning of removed vegetation is only allowed under PCAPCD Rule 304 Land Development Smoke Management. A Placer County Air Pollution Control District permit could be issued for land development burning, if the vegetation removed is for residential development purposes from the property of a single or two-family dwelling or when the applicant has provided a demonstration as per Section 400 of the Rule that there is no practical alternative to burning and that the Air Pollution Control Officer (APCO) has determined that the demonstration has been made. The APCO may weigh the relative impacts of burning on air quality in requiring a more persuasive demonstration for more densely populated regions for a large proposed burn versus a smaller one. In some cases, all of the removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site. (Based on PCAPCD Rule 304).</p> <p>l. Any device or process that discharges 2 pounds per day or more of air contaminants into the atmosphere, as defined by Health and Safety Code Section 39013, may require an</p>			

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
		<p>PCAPCD permit. Developers/contractors should contact the PCAPCD before construction and obtain any necessary permits before the issuance of a Building Permit. (PCAPCD Rule 501).</p> <p>m. The contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.</p> <p>n. The contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment. (Placer County Code Chapter 10, Article 10.14).</p> <p>o. Idling of construction-related equipment and construction-related vehicles shall be minimized within 1,000 feet of any sensitive receptor (i.e., house, hospital, or school).</p>			
10.0 NOISE					
10-3	Noise – Increases in Transportation-Related Noise Levels.	<p>Mitigation Measure 10-1: Restrict General Public Traffic to 6 a.m. to 30 Minutes after Sunset.</p> <p>The County shall restrict all long-term general public traffic to 6 a.m. to 30 minutes after sunset by ensuring that the Park gates are closed and locked until these times.</p>	County	Following construction of Phase 1 allowing public access	County
		<p>Mitigation Measure S10-2: Use of pavement or similar hard material is required when laying the final surface on access roads and limit vehicle speeds to 25 mph</p> <p>The County shall use paving or similar hard surfacing material when constructing new access roads to reduce tire noise generated from interaction with gravel. Vehicle speeds on the newly constructed access roads shall be limited to 25 mph.</p>	County and Contractors	During construction / upgrades to access roads	County
11.0 HYDROLOGY AND WATER QUALITY					
11-1	Hydrology and Water Quality – Potential for Short-Term, Construction-Related Soil Erosion and Impairment of Water Quality.	<p>Mitigation Measure 11-1: Prepare and Implement a Grading and Drainage Plan.</p> <p>The County shall prepare and submit Grading and Drainage Plans (Plans) and specifications (per the requirements of Section II of the Land Development Manual that are in effect at the time of submittal) for review and approval of work associated with structural design, hydrology associated with the bridges, and grading/drainage associated with the facility development zone. The Plans shall show all conditions affecting those facilities as well as pertinent topographical features. All existing and proposed utilities and easements, on-site and adjacent to those facilities, which may be affected by planned construction, shall be shown on the plans. The County shall pay plan check and inspection fees as applicable. All proposed grading, drainage improvements, vegetation, tree impacts, and tree removal associated with the Park access road, parking areas, and bridges shall be shown on</p>	County and contractors	Prior to and during construction	County

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
		the Plans and all work shall conform to provisions of the County Grading Ordinance (Section 15.48, formerly Chapter 29, Placer County Code) and the Placer County Flood Control District's Stormwater Management Manual. No grading, clearing, or tree disturbance shall occur until the Plans are approved and any required temporary construction fencing has been installed and inspected by a member of the Design Review Committee. All cut/fill slopes included in the Plans shall be at 2:1 (horizontal: vertical) maximum unless a soils report supports a steeper slope and Design Review Committee concurs with said recommendation. In addition, a drainage report in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Storm Water Management Manual that are in effect at the time of submittal, shall be prepared and submitted with the Plans. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: written text addressing existing conditions, the effects of the improvements, all appropriate calculations, a watershed map, increases in downstream flows, proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The report shall identify water quality protection features and methods to be used both during construction and for long-term post-construction water quality protection. Best Management Practice (BMP) measures shall be provided to reduce erosion, water quality degradation, and prevent the discharge of pollutants to stormwater to the maximum extent practicable. In addition, routine maintenance shall be performed on Park facilities to reduce erosion to the extent possible and to repair weather-related damage that could contribute to erosion.			
		See Mitigation Measure S5-1 above, "Soils, Geology, and Seismicity": Obtain Authorization for Construction and Operation Activities from the Central Valley Regional Water Quality Control Board and Implement Erosion and Sediment Control Measures as Required	County and contractors	Prior to, during and following construction	County and Central Valley Regional Water Quality Control Board
11-2	Hydrology and Water Quality – Potential for Long-Term Soil Erosion and Impairment of Water Quality.	See Mitigation Measure 11-1 above: "Prepare and Implement a Grading and Drainage Plan"	County and contractors	Prior to and during construction	County
		See Mitigation Measure S5-1 above, "Soils, Geology, and Seismicity": Obtain Authorization for Construction and Operation Activities from the Central Valley Regional	County and contractors	Prior to, during and	County and Central Valley Regional Water

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
		Water Quality Control Board and Implement Erosion and Sediment Control Measures as Required		following construction	Quality Control Board
11-3	Hydrology and Water Quality – Change in the Quality of Groundwater related to Installation of a Septic System.	<p>Mitigation Measure 11-2: Implement Groundwater Protection through a Transient Non-community Water System Permit.</p> <p>A HFRP Groundwater Systems Operation Procedure is in place for the existing well serving the restroom and facilities at the Mears Place parking area as well as the existing well at the ranch house. Pump performance and system leakage inspections are part of the regular maintenance routine under this procedure. One Park staff member is trained and tasked with water sampling at monthly intervals. The County employs qualified plumbers and electricians to correct any system failures. The Placer County Parks Division, which is a division of the Department of Public Works, operates the well and distribution system serving the public facilities at the existing Mears Place parking area under a Transient Non-community Water System Permit administered by the Placer County Environmental Health Department.</p> <p>A separate permit would be obtained to include any additional wells that serve public facilities within the existing HFRP or trails expansion areas, and the conditions of the permit would be implemented to protect groundwater. The siting of any additional wells shall comply with the Placer County Water Well Construction Ordinance (Placer County Code Subchapter 8, effective July 19, 1990), and California Well Standards, Department of Water Resources Bulletin 74-90, June 1991.</p> <p>A Groundwater Systems Operation Procedure or applicable equivalent would be prepared for any additional wells and adhered to as part of the permit conditions and ongoing operation. The objectives of the procedure shall be to ensure that:</p> <ul style="list-style-type: none"> ▶ Water sources are not at risk of contamination from either tampering, pollutant discharge into the well head area, or latent groundwater contaminants. ▶ The responsible management agency has the technical capacity to operate the system to public health standards. <p>The procedure would include the following elements:</p> <ul style="list-style-type: none"> ▶ The minimum horizontal distance between any additional wells and any sewer line or storm drain main or lateral shall be 50 feet. The minimum horizontal distance between any additional wells and septic tanks or leach fields shall be 100 feet. ▶ A Bacteriological and Chemical Monitoring and Reporting Program, approved by the Placer County Environmental Health Division. 	County	Prior to construction and throughout the life of the project	County

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
		<ul style="list-style-type: none"> ▶ An operations and maintenance program including inspection of the distribution system and well head assembly. ▶ An emergency operations and repair program. <p>If well-monitoring samples show that groundwater quality is deteriorating, prompt actions shall be initiated to remedy problems, as specified by the Placer County Environmental Health Division and/or Central Valley RWQCB. These actions could include but would not be limited to the use of injection wells or other recharge methods, closing the well and chlorinating the water, decommissioning the well and re-siting, or other water treatment alternatives such as construction of an on- or off-site water treatment plant. Some of these actions may be subject to additional CEQA analysis and other regulatory compliance. Implementation of Mitigation Measure 11-2 would reduce the potentially significant impact related to groundwater quality impairment to a less-than-significant level, because the Groundwater Systems Operation Procedure would enable the project applicant(s) to acquire the data and information necessary to manage the groundwater resource such that adverse impacts do not occur. This would enable detection of any negative changes to groundwater quality or quantity. If necessary, additional strategies to maintain the quality of groundwater at the project site and downgradient would be implemented following additional CEQA review.</p>			
11-4	Hydrology and Water Quality – Change in the Supply and Availability of Groundwater through Withdrawals, Interception, or Loss of Recharge Capacity.	See Mitigation Measure 11-2 above: Implement Groundwater Protection through a Transient Non-community Water System Permit;	County and contractors	Prior to and during construction	County
		<p>Mitigation Measure 11-3: Calculate Water Demands for Fire Suppression.</p> <p>If groundwater is to be used for emergency fire suppression water, the County shall amend the April 7, 2009, Water Demand Calculation Report (Placer County 2009) to include fire suppression water requirements. If it is found that fire suppression requirements combined with water demands for other proposed uses is consistent with yields found in nearby private wells (1.3 to 7 gpm) then no further mitigation is required. If fire suppression requirement surpasses yields</p>	County	Prior to construction	County

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
		<p>found in nearby private wells, one of the following shall be done:</p> <ul style="list-style-type: none"> ▶ modify proposed uses at each well location to be consistent with available water that would not surpass similar yields of nearby wells; ▶ utilize Nevada Irrigation District raw irrigation water sources including but not limited to existing canals and ponds, new ponds, and/or irrigation fed underground storage tanks; ▶ fill storage tanks during off-peak periods when use is limited (i.e. winter and nighttime periods); ▶ import water needed to meet fire suppression requirements for emergency storage tanks via water trucks so that this water is not being pulled from the wells. 			
12.0 BIOLOGICAL RESOURCES					
12-1	Biological Resources – Potential Disturbance of Aquatic Habitats and the Native Fish Community.	<p>Mitigation Measure S12-1: Implement Measures to Protect Aquatic Habitats and the Native Fish Community.</p> <p>The County and its primary construction contractor shall implement the following measures to reduce impacts on aquatic habitats and the native fish community in the project area:</p> <ul style="list-style-type: none"> ▶ All in-water construction activities shall be conducted during months when sensitive fish species are less likely to be present or less susceptible to disturbance (i.e., April 15 – October 15 or as directed by CDFW). ▶ The County shall obtain and implement the conditions of a California Fish and Game Code Section 1600 streambed alteration agreement. CDFW shall be consulted regarding potential disturbance to fish habitat, including SRA habitat, as part of the process for obtaining a streambed alteration agreement, pursuant to Section 1602 of the California Fish and Game Code. Affected habitats shall be replaced and/or rehabilitated to the extent feasible and practicable. The acreage of riparian habitat that would be removed shall be replaced or rehabilitated on a “no-net-loss” basis in accordance with CDFW regulations and as specified in the streambed alteration agreement. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to CDFW. Minimization and compensation measures adopted through the permitting process shall be implemented. ▶ In the event the Placer County Conservation Program is adopted prior to submittal of improvement plans for this project or prior to the project’s own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 12-2 may be 	County and contractors	During construction	County and California Department of Fish and Wildlife (formerly DFG)

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		<p>replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP.</p> <ul style="list-style-type: none"> ► The County shall consult and coordinate with CDFW to develop regulations and limits for angling in Raccoon Creek, restrict angling activities while adult steelhead and salmon are present, and coordinate on enforcement of the area to monitor and regulate fishing activities. 			
		<p>Mitigation Measure S12-2: Replace, Restore, or Enhance Affected Jurisdictional Waters of the United States and Waters of the State.</p> <ul style="list-style-type: none"> ► Prior to construction, the County shall obtain a verified wetland delineation from USACE. Based on the results of the verified delineation, the County shall commit to replace, restore, or enhance on a "no net loss" basis, in accordance with USACE and the Central Valley RWQCB, the acreage of all waters of the United States and wetland habitats that would be affected by implementation of the project. Wetland restoration, enhancement, and/or replacement shall be at a location and by methods agreeable to USACE, CDFW, and the Central Valley RWQCB, as determined during the Sections 404, 1602, and 401 permitting processes. ► Authorization for the fill of jurisdictional waters of the United States shall be secured from USACE through the CWA Section 404 permitting process before any fill is placed in jurisdictional wetlands. Timing of compliance with the specific conditions of the 404 permit shall be in accordance with conditions specified by USACE as part of permit issuance. In its final stage and once approved by USACE, this mitigation plan shall detail proposed wetland restoration, enhancement, and/or replacement activities that would ensure no net loss of jurisdictional wetlands function and services in the project vicinity. As required by Section 404, approval and implementation of the wetland mitigation and monitoring plan shall ensure no net loss of jurisdictional waters of the United States, including jurisdictional wetlands. ► In the event the Placer County Conservation Program (PCCP) is adopted prior to submittal of improvement plans for this project or prior to the project's own State 	County and Contractors	Prior to construction	County, Central Valley Regional Water Quality Control Board, California Department of Fish and Wildlife, and U.S. Army Corps of Engineers

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		<p>and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 12-2 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP.</p> <ul style="list-style-type: none"> ▶ Alternatively, if the project proceeds before adoption of the PCCP or if the PCCP is not approved, the applicant may choose to utilize the Western Placer County Voluntary Interim In Lieu Fee Program (VIILF) to satisfy USACE and RWQCB mitigation requirements for the project's impacts to aquatic resources. The applicant shall be required to enter into both a Western Placer County In Lieu Fee Program Credit Transfer Agreement and an Interim Fee Credit Agreement with the County. If the VIILF is chosen, then Mitigation Measure 12-2 may be replaced with the payment of the interim fee. ▶ Water quality certification pursuant to Section 401 of the CWA is required as a condition of issuance of the 404 permit. Before construction in any areas containing wetland features, the County shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented. 			
		See Mitigation Measure S5-1 above, "Soils, Geology, and Seismicity": Obtain Authorization for Construction and Operation Activities from the Central Valley Regional Water Quality Control Boards and Implement Erosion and Sediment Control Measures as Required	County and contractors	Prior to, during and following construction	County and Central Valley Regional Water Quality Control Board
12-2	Biological Resources – Potential Disturbance of California Red-Legged Frog.	<p>Mitigation Measure S12-3: Implement Measures to Protect California Red-Legged Frog.</p> <p>The County and its primary construction contractor shall implement the following measures to reduce impacts on California red-legged frogs:</p> <ul style="list-style-type: none"> ▶ Before any work in or within 200 feet of aquatic habitat, the County shall determine whether aquatic habitat is occupied by California red-legged frog, in consultation with USFWS. This determination may be supported by a habitat assessment for California red-legged frog prepared according to USFWS guidelines (USFWS 2005) as revised, and focused surveys if recommended by 	County and contractors	Prior to and during construction	County and U.S. Fish and Wildlife Service

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
		<p>USFWS. If aquatic habitat in the project area is not occupied by California red-legged frog, there would be no impacts on this species and no further mitigation would be required.</p> <ul style="list-style-type: none"> ▶ If aquatic habitat in the project area is occupied by California red-legged frog, the County shall minimize impacts on California red-legged frog by implementing the following measures: <ul style="list-style-type: none"> ▪ Worker awareness training shall be provided to construction crews working in California red-legged frog habitat. At a minimum, the training shall include a description of California red-legged frog and its habitat and their importance, general measures that are being implemented to conserve California red-legged frog as such measures relate to the project, and the boundaries within which construction activities shall occur. ▪ Suitable California red-legged frog habitat shall be surveyed 2 weeks before the start of construction activities. If California red-legged frogs, tadpoles, or eggs are found, they may be moved from the project area only by a qualified and permitted biologist and with project-specific regulatory agency approval. If California red-legged frogs are not identified, construction may proceed. ▪ Exclusionary fencing (i.e., silt fences) shall be installed no more than 200 feet around all areas that are within or adjacent to California red-legged frog habitat. ▪ A USFWS-approved biologist shall be present at active project areas until the removal of California red-legged frog, instruction of workers, and habitat disturbance have been completed. After this time, the County shall designate a person to monitor on-site compliance with all minimization measures. ▪ If any work area will be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh not larger than 5 millimeters. Water shall be released downstream at an appropriate rate to maintain downstream flows during construction and in such a manner as to prevent erosion. Dewatering structures shall be removed upon completion of the project. ▪ Guidelines shall be implemented to protect water quality and prevent erosion, as outlined in the best management practices (BMPs) in Mitigation Measure 11-1, "Obtain Authorization for Construction Activities with the Central Valley Regional Water Quality Control Board and Implement Erosion and Sediment Control Measures as Required." ▪ The County shall compensate for permanently lost habitat by developing and/or implementing a habitat creation/restoration plan for California red-legged frog. This plan shall, at a minimum, compensate for lost 			

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
		<p>habitat on an acre-for-acre basis, and it shall include verifiable performance criteria and remediation measures developed with USFWS during the Section 7 consultation process.</p> <ul style="list-style-type: none"> ▪ In the event the Placer County Conservation Program (PCCP) is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 12-2 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP. 			
12-3	Biological Resources – Potential Disturbance of Foothill Yellow-Legged Frog and Northwestern Pond Turtle.	<p>Mitigation Measure S12-4: Implement Measures to Protect Foothill Yellow-Legged Frog and Northwestern Pond Turtle.</p> <p>The County and its contractor shall implement the following measures to reduce impacts on foothill yellow-legged frogs and northwestern pond turtles:</p> <ul style="list-style-type: none"> ► Construction of foot bridges and trails across smaller drainages shall occur when the drainages are dry, to the extent feasible. ► Before any work in Racoon Creek, the County shall determine, in consultation with CDFW, whether aquatic habitat at work sites would support foothill yellow-legged frog and/or northwestern pond turtle habitat. If no aquatic habitat for foothill yellow-legged frog or northwestern pond turtle habitat occurs at a work site, there would be no impacts on these species and no further mitigation is required. ► If aquatic habitat for foothill yellow-legged frog and/or northwestern pond turtle is present at work sites, the County shall minimize impacts on these species by implementing the following measures: <ul style="list-style-type: none"> • Worker awareness training shall be provided to construction crews working in foothill yellow-legged frog and northwestern pond turtle habitat. At a minimum, the training shall include a description of foothill yellow-legged frog and northwestern pond turtle and their habitats and their importance, general measures that are being implemented to conserve 	County and contractors	Prior to and during construction	County and California Department of Fish and Wildlife

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
		<p>foothill yellow-legged frog and northwestern pond turtle as such measures relate to the project, and the boundaries within which construction activities shall occur.</p> <ul style="list-style-type: none"> • Suitable foothill yellow-legged frog and northwestern pond turtle aquatic habitat shall be surveyed within 2 weeks before the start of construction activities. If northwestern pond turtles or foothill yellow-legged frogs, tadpoles, or eggs are found, they may be moved from the project area only with CDFW approval and appropriate take permits. If neither northwestern pond turtle nor foothill yellow-legged frog is identified, construction may proceed. • A qualified biologist holding the appropriate <u>take</u> permits shall be present at active work sites until the removal of foothill yellow-legged frog and northwestern pond turtle, instruction of workers, and habitat disturbance have been completed. After this time, the County shall designate a person to monitor on-site compliance with all minimization measures. • If any work site will be temporally dewatered by pumping, intakes shall be completely screened with wire mesh not larger than 5 millimeters. Water shall be released downstream at an appropriate rate to maintain downstream flows during construction and in such a manner as to prevent erosion. Dewatering structures shall be removed upon completion of the project. <p>► Alternatively, the County may purchase credit for permanently lost habitat at an approved mitigation bank.</p> <p>► In the event the Placer County Conservation Program (PCCP) is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 12-2 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP.</p> <p>► Guidelines shall be implemented to protect water quality and prevent erosion, as outlined in the BMPs in Mitigation Measure 11-1, "Obtain Authorization for Construction Activities with the Central Valley Regional</p>			

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Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
		Water Quality Control Board and Implement Erosion and Sediment Control Measures as Required.”			
12-4	Biological Resources – Potential Disturbance of Nests of Raptors and Other Birds.	<p>Mitigation Measure S12-5: Implement Measures to Protect Raptors and Other Nesting Birds.</p> <p>The County and its contractors shall implement the following measures to reduce impacts on raptors and other nesting birds:</p> <ul style="list-style-type: none"> ▶ If construction activities or vegetation removal, including tree and shrub removal, occurs between February 15 and August 31, a qualified biologist shall conduct surveys for nesting birds in the proposed construction area and 500 feet beyond the project construction footprint. Surveys shall be conducted no more than two weeks 3 days before the start of the activity. If no active nests are found, no further mitigation is required, unless construction activities cease for a period of 2 weeks or more. Another pre-construction survey shall be conducted as described above if a lapse in construction activities of two weeks or more occurs. ▶ If any active raptor nests are identified during surveys, then impacts on active raptor nests shall be avoided by establishing a buffer of 500 feet. No construction shall be conducted in the buffer area until a qualified biologist has determined that the young have fledged and that the nest is no longer active. These buffers may be reduced if a qualified biologist determines that such a reduction would not risk auditory or visual disturbance of the nest that might result in nest abandonment or nest failure nest. ▶ If an active golden eagle nest, white tailed kite, American peregrine falcon, or California black rail is located within 0.25-mile of -construction access routes or construction sites, the County shall: <ul style="list-style-type: none"> ○ Notify CDFW of the nest within one working day of discovery of the nest; and ○ Implement recommendations from CDFW to avoid disturbance to golden eagle nesting activities. ▶ If active non-raptor nests are detected during the pre-construction surveys, a non-disturbance buffer shall be established around the nest. The size of the buffer shall be at the discretion of the qualified biologist, but shall be sufficiently large to avoid nest disturbance that could result in reproductive failure (i.e., nest abandonment and loss of eggs and/or young). Construction activities within the buffer areas will not resume until the qualified biologist has determined the young have fledged or are no longer at risk of disturbance. ▶ If nests of special-status bird species (Cooper’s or sharp-shinned hawks, peregrine falcons, long-eared owls, yellow warblers, yellow-breasted chat, loggerhead shrike, black rail, or tricolored blackbird colony) are detected 	County and contractors	Prior to and during construction	County and California Department of Fish and Wildlife

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		<p>nesting in the project area or within 500 feet of project boundaries, the County and its contractors shall coordinate with CDFW to confirm that proposed nesting buffers are sufficient to avoid impacts on nesting activities.</p> <ul style="list-style-type: none"> ▶ If an active nest is discovered outside of the typical nesting season, it should be avoided using the same avoidance measures that would be applied during the typical nesting season until such time as the young have fully fledged and are foraging independently of their parents ▶ In the event the Placer County Conservation Program (PCCP) is adopted prior to submittal of improvement plans for this project or prior to the project's own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 12-5 may be replaced with the PCCP's mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP. 			
12-5	Biological Resources— Potential Disturbance of Dens and Individual Ringtails.	<p>Mitigation Measure 12-6: Implement Measures to Protect Ringtail and Townsend's Big-Eared Bat.</p> <p>The County and its contractor shall implement the following measures to protect the dens of ringtails and roost sites of Townsend's big-eared bat and other bat species:</p> <ul style="list-style-type: none"> ▶ A qualified biologist shall conduct pre-construction surveys to identify bat hibernation roosts and maternity sites and potential ringtail den sites in suitable habitat within 100 feet of proposed trails, bridges, parking areas, and firebreaks (i.e., those areas directly affected by construction). For bats, the bat roost assessment shall be conducted by a qualified biologist with experience identifying bat roosts. Bat surveys should be conducted one year in advance of proposed construction to allow for sufficient time to develop avoidance and mitigation measures in advance of construction. ▶ Trees and rock outcroppings to be removed shall be assessed for potentially suitable colonial roost habitat in advance of removal. The assessment shall focus on mine tunnels, caves, abandoned buildings, and trees and rock outcroppings that exhibit characteristics that provide high quality roost habitat, such as snags with apparent cavities 	County and Contractors	Prior to construction	County and California Department of Fish and Wildlife

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		<p>or sloughing bark, large-diameter trees with basal hollows, large diameter trees with indications of senescence (process of deterioration with age), live trees with dead tops, and large rock outcroppings containing fissures or flakes. The survey shall also search for indications of use by ringtails and by bats in suitable roost sites (e.g., scat or guano, urine or oil staining, bat smells, audible bat noises, visible bats). Visual inspections shall be aided as appropriate by the use of spotlights, binoculars, and borescopes, and shall avoid undue disturbance to roosting bats in a sensitive state (e.g., rearing or hibernation).</p> <ul style="list-style-type: none"> ▶ For ringtail surveys, den site surveys should focus on trees 5 inches dbh or greater in riparian areas, particularly those with cavities. ▶ The County shall avoid locating trails and other project features within 100 feet of potential bat roosts and ringtail dens. If avoidance is not possible, the County shall survey those locations to determine if they are occupied by the target species. ▶ If removal of a roost site occupied by Townsend's big-eared bats cannot be avoided, the County will consult with CDFW to determine the appropriate course of action to avoid, minimize, and mitigate for impacts on the roost before removal. The avoidance, minimization, and mitigation measures that are implemented shall meet the following standards: ▶ Tree removal shall be implemented with a staged approach under the guidance of a qualified bat biologist and in coordination with CDFW, with the goal of encouraging bats in residence to leave before habitat is removed. These measures could include limbing the tree a day before felling the tree; opening up the potential roost habitat to introduce disturbing airflow; introducing nighttime lighting or other disturbing elements to the roost area; or excluding bats from the habitat, either physically with the use of one-way doors, or with the use of acoustic deterrents, as practical and as approved by CDFW. ▶ Lost roost habitat will be replaced by either the creation of basal hollows in existing trees, or with constructed artificial roosts. The replacement roost habitat shall provide comparable habitat to the roost that is being removed, and shall be located near suitable foraging habitat, as determined by CDFW. Potential ringtail den sites may be removed only from September through April. The County's qualified biologist shall verify that the potential den is not occupied immediately before sealing it. 			

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Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
12-6	Biological Resources— Potential Disturbance of Townsend’s Big-Eared Bat and Other Bat Roosts.	See Mitigation Measure 12-6 above: Implement Measures to Protect Ringtail and Townsend’s Big-Eared Bat	County and Contractors	Prior to construction	County and California Department of Fish and Wildlife
12-8	Biological Resources— Impacts on Waters of the United States and Waters of the State.	See Mitigation Measure S12-2 above: Replace, Restore, or Enhance Affected Jurisdictional Waters of the United States and Waters of the State	County and Contractors	Prior to construction	County, Central Valley Regional Water Quality Control Board, California Department of Fish and Wildlife, and U.S. Army Corps of Engineers
12-9	Biological Resources— Impacts on Oak Woodland Habitat.	<p>Mitigation Measure S12-7: Protect Oak Woodland Habitat</p> <ul style="list-style-type: none"> ▶ Prior to any removal of significant trees (equal to, or greater than, six (6) inches DBH (diameter at breast height) or 10 inches DBH aggregate for multi-trunked trees), the project applicant shall obtain a tree removal permit from Placer County. In conjunction with submittal of a tree removal permit application, the applicant shall submit a site plan showing all protected trees proposed for removal. In accordance with Chapter 12.16.080 of the Placer County Code, the applicant shall comply with any conditions required by the Planning Services Division, which shall include payment of in-lieu fees. In-lieu fees shall be paid into the Placer County Tree Preservation Fund at \$100 per <u>inch of</u> DBH removed or impacted. ▶ In the event the Placer County Conservation Program is adopted prior to submittal of improvement plans for this project or prior to the project’s own State and federal permits being obtained for effects associated with listed species and their habitats, waters of the State, and waters of the U.S., then Mitigation Measure 12-7 may be replaced with the PCCP’s mitigation fees and conditions on covered activities to address this resource impact and avoidance and minimization measures as set forth in the PCCP implementation document to the extent compliance with the PCCP provides equal or greater mitigation or reduction in the significance of impacts. If PCCP enrollment is chosen and/or required by the State and federal agencies as mitigation for one or more biological resource area impacts, then the PCCP avoidance, 	County and Contractors	Prior to and during construction	County

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		<p>minimization and mitigation measures shall apply only to those species, habitat types, and waters that are covered by the PCCP.</p> <ul style="list-style-type: none"> ▶ The Site Plans shall include a note and show placement of Temporary Construction Fencing. The applicant shall install a four foot tall, brightly colored (usually yellow or orange), synthetic mesh material fence (or an equivalent approved by the Development Review Committee) at the following locations prior to any construction equipment being moved on-site or any construction activities taking place: <ul style="list-style-type: none"> ▪ Adjacent to any and all open space preserve areas that are within 50 feet of any proposed construction activity; ▪ At the limits of construction, outside the critical root zone of all trees six (6) inches DBH (diameter at breast height), or 10 inches DBH aggregate for multi-trunk trees, within 50 feet of any grading, road improvements, underground utilities, or other development activity; or, ▪ Around any and all "special protection" areas such as open space parcels and wetland features. 			
13.0 PUBLIC SERVICES AND UTILITIES					
13-3	Public Services and Utilities— Increase in Demand for Fire and Emergency Medical Services.	<p>Mitigation Measure S13-1 – County shall purchase one Light Rescue Vehicle for use by the Placer County Fire Department / CAL FIRE</p> <p>In order to navigate further into to the trail system within the expansion areas and to provide a vehicle that can not only aid with emergency medical service requests, but also provide an initial response with potential wildfires, the County shall fund the purchase of one light rescue vehicle (LRV). The LRV shall be purchased at the completion of the first phase of the Twilight Ride access improvements, and prior to opening of the parking area to the general public.</p> <p>Note: With the staff-recommended Reduced Project, there is no phasing of the improvements at the Twilight Ride site, so the measure would occur with full build-out of the Reduced Project.</p>	County	Prior to opening Twilight Ride parking area to the public	County
13-4	Public Services and Utilities— Increase in Emergency Response Times and Need for Expanded Facilities.	<p>See Mitigation Measure S13-1 above – County shall purchase one Light Rescue Vehicle for use by the Placer County Fire Department/CAL FIRE.</p>	County	Prior to opening Twilight Ride parking area to the public	

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14.0 HAZARDOUS MATERIALS AND HAZARDS					
14-2	Hazardous Materials and Hazards—Potential for Release of Hazardous Materials during Construction or Operation.	<p>Mitigation Measure 14-1: Implement Measures to Reduce Hazards Associated with Potential Releases of Hazardous Materials.</p> <p>The County shall ensure that the following measures are implemented before project construction begins:</p> <ul style="list-style-type: none"> ▶ The County or the County's contractor shall prepare and implement an accidental-spill prevention and response plan for storage and use of hazardous materials during trail construction and maintenance. This plan shall identify measures to prevent accidental spills from leaving the area and methods for responding to and cleaning up spills before neighboring properties are exposed to hazardous materials. ▶ The County shall ensure that any employee handling hazardous materials is trained in the safe handling and storage of hazardous materials and is trained to follow all applicable regulations with regard to such hazardous materials. ▶ The primary construction contractor shall identify a staging area where hazardous materials will be stored during construction, in accordance with applicable state and federal regulations. 	County and contractor	Prior to construction	County
		See Mitigation Measure S5-1 above, "Soils, Geology, and Seismicity": Obtain Authorization for Construction and Operation Activities with the Central Valley Regional Water Quality Control Board and Implement Erosion and Sediment Control Measures as Required	County and Contractors	Prior to, during and following construction	County and Central Valley Regional Water Quality Control Board
14-4	Hazardous Materials and Hazards—Potential Exposure of People to Hazardous Materials.	<p>Mitigation Measure 14-2: Prepare and Implement a Safety Hazard Plan and Conduct Soil Sampling.</p> <p>To avoid health risks to construction workers, Placer County shall require the contractor to prepare and implement a site health and safety plan if areas containing hazardous materials are to be disturbed. This plan will outline measures that will be employed to protect construction workers and the public from exposure to hazardous materials during remediation, demolition, and construction activities. The County shall consult with the contractor to determine the measures to be employed at the site, which could include posting notices, limiting access to the site, monitoring the air quality, watering, and installation of wind fences. Contractors shall be required to comply with state health and safety standards for all demolition work, including compliance with OSHA and Cal/OSHA requirements regarding exposure to ACMs and LBP.</p> <p>For any prospecting or mining resources (Abandoned Mine Lands) that are in close proximity to a project facility, a Phase 2 Limited Soil Sampling (soil sampling) shall be conducted to determine if there are any hazardous materials</p>	County and contractor	Prior to and during construction	County and Department of Toxic Substance Control

Table 4-1. Mitigation Monitoring and Reporting Program

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		<p>present on-site. The soil sampling of the tailings shall be conducted during the entitlement process (i.e., conditional use permit). Soil sampling will determine the California Human Health Screening Levels (CHHSL) of the testing protocol (CAM 17 metals, a list of 17 metals found typically in hazardous materials and mining sites). The CHHSLs are a list of 54 hazardous chemicals in soil or soil gas that the California Environmental Protection Agency (Cal/EPA) considers to be below thresholds for risks to human health. The soil sampling results shall be reviewed by Placer County Division of Environmental Health. If the soil sampling results are above the CHHSLs, then Placer County Division of Environmental Health would refer the project to the DTSC. DTSC requires the project proponent to enter their Voluntary Cleanup Agreement (VCA) program. The VCA typically requires more soil testing to determine the scope of the contamination area. Furthermore, DTSC may require a Preliminary Endangerment Assessment (PEA) and/or a removal action workplan (RAW). The PEA is used to discuss the health risks associated with hazardous materials site releases and the RAW is used to specifically detail the areas of the project area to have soil removed and the contaminated soils disposal at an appropriate solid waste facility. Following soils removal, DTSC issues a “No Further Action” letter indicating that the project site is safe. In addition, the contractor shall prepare and implement a site plan that identifies necessary remediation activities appropriate for proposed land uses, including excavation and removal of on-site contaminated soils, and redistribution of clean fill material within the project area. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the project area. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The contractor shall be required to comply with the plan and with applicable local, state, and federal laws.</p>			

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
		<p>The soil sampling results shall be reviewed by Placer County Environmental Health Services. If the soil sampling results are above the CHHSLs, then Placer County Environmental Health Services would refer the project to the DTSC. DTSC requires the project proponent to enter their Voluntary Cleanup Agreement (VCA) program. The VCA typically requires more soil testing to determine the scope of the contamination area. Furthermore, DTSC may require a Preliminary Endangerment Assessment (PEA) and/or a removal action workplan (RAW). The PEA is used to discuss the health risks associated with hazardous materials site releases and the RAW is used to specifically detail the areas of the project area to have soil removed and the contaminated soils disposal at an appropriate solid waste facility. Following soils removal, DTSC issues a “No Further Action” letter indicating that the project site is safe.</p> <p>In addition, the contractor shall prepare and implement a site plan that identifies necessary remediation activities appropriate for proposed land uses, including excavation and removal of on-site contaminated soils, and redistribution of clean fill material within the project area. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the project area. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The contractor shall be required to comply with the plan and with applicable local, state, and federal laws.</p>			

Table 4-1. Mitigation Monitoring and Reporting Program

Impact Number	Impact	Mitigation Measure	Implementation/ Monitoring Responsibility	Timing/ Schedule	Verification Responsibility
16.0 WILDFIRE					
16-1	Wildfire— Potential for increased risk to human health through exposure to uncontrolled wildfire or from construction and maintenance of infrastructure that could spark a wildfire.	Mitigation Measure S16-1a – Curtail certain construction and maintenance activities during high-risk wildfire periods Construction and maintenance activities utilizing motorized equipment shall be curtailed during red-flag warning days and other high-risk periods characterized by low humidity and unusually windy conditions as determined by the Fire Department.	County	During high risk wildfire periods	County
		Mitigation Measure S16-1b – Provide on-site source of water during certain construction and maintenance activities Construction and maintenance activities requiring motorized equipment will maintain a source of water on-site to address a potential ignition event caused by construction and maintenance activities	County and contractor	During construction and maintenance activities that require motorized equipment	County
		See Mitigation Measure S13-1 above - County shall purchase one Light Rescue Vehicle for use by the Placer County Fire Department/CAL FIRE	County	Prior to opening Twilight Ride parking area to the public	County



DEPARTMENT OF PUBLIC WORKS
PARKS DIVISION
County of Placer

**HIDDEN FALLS REGIONAL PARK TRAILS EXPANSION
REDUCED PROJECT
(PLN19-00187)**

**ERRATA
FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT
(SCH NO. 2007062084)**

This document reflects clarifications to mitigation measures and impacts that would occur in the September 2020 Hidden Falls Regional Park Trails Expansion Project Final Subsequent Environmental Impact Report (Final SEIR) if the staff-recommended "Reduced Project" is chosen.

- **Impact 8-4: Transportation and Circulation – Conflict with adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities-Increase in Traffic Impacts Associated with Project Access.**
- **Mitigation Measure S8-5: Construct Left Turn Lane at Access to Twilight Ride.** Prior to operation of Phase 2 (time at which point 75 percent of the parking stalls at the Twilight Ride access are constructed), Improvement Plans meeting County standards shall be prepared showing the construction of a left turn lane at the Twilight Ride access encroachment from Bell Road onto the site to the satisfaction of the Department of Public Works. Traffic stripe removal, new striping and pavement markings shall conform to criteria specified in the latest version of the Caltrans Highway Design Manual for a design speed of 40 miles per hour (mph), unless an alternative is approved by the Department of Public Works.

The Reduced Project proposes the construction of Phase 1 only at the Twilight Ride parking area, and results in the elimination of the later phase, Phase 2. Phase 1 would provide access to 50 regular, 4 ADA spaces and 20 equestrian parking spaces, while Phase 2 allows increased access to 46 additional regular parking spaces, and 20 additional equestrian parking spaces. The Twilight Ride site access is located on Bell Road, and the Final SEIR considers the extent to which left turn lane is needed. (See, Draft SEIR, 8-26, Table 8-9.) Based on Table 8-9, a left turn would not be needed as long as the left turn volume is fewer than 10 left turns per hour. Proportionately, 9 left turns represent 75 percent of the left turn demand at full occupancy, which is not reached until Phase 2 is implemented. Since the Reduced Project will only implement Phase 1, traffic levels associated with the Reduced Project do not rise to the level requiring a left-hand turn lane. As a result, under the Reduced Project, traffic levels would be decreased from the original project such that Impact 8-4 is reduced to a **less-than-significant** level without the implementation of Mitigation Measure S8-5.

- **Mitigation Measure S8-3: Install or Upgrade Traffic Control Devices along Cramer Road.** Prior to the public use of the Twilight Ride facility in Phase 1, install or upgrade traffic control devices along Cramer Road to meet current Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) standards for message, location and sign condition to the satisfaction of the Department of Public Works.

The Reduced Project would eliminate the second phase of the Twilight Ride parking area, and therefore Mitigation Measure S8-3 would be implemented prior to any public use of the Twilight Ride facility, instead of public use prior to Phase 1.

- **Impact 11-4: Hydrology and Water Quality—Change in the Supply and Availability of Groundwater through Withdrawals, Interception, or Loss of Recharge Capacity.**

The full project would result in development of approximately 18 acres of the 2,765+/- acres of HFRP Trails Expansion project with impervious surfaces. In comparison, the Reduced Project would develop much less, approximately 3.4 acres, with impervious surfaces. The significance finding would continue to be the same, as well as the applicable mitigation measures.

- **Impact 12-2: Biological Resources—Potential Disturbance of California Red-Legged Frog.**

The Reduced Project would not include roadway and parking improvements in the Curtola Ranch Road/Harvego Preserve area and would therefore eliminate the potential for an impact in that portion of the project area. Nonetheless, due to construction of the access/parking areas in other areas near potential California red-legged frog habitat, the impact remains potentially significant.

- **Impact 7-3: Visual Resources – Long-Term Changes in Visual Resources Associated with the Improvements to Garden Bar Road and Curtola Ranch Road.**

- **Mitigation Measure 7-1: Revegetate and Restore All Disturbed Areas to Minimize Visual Quality Impacts.** To address the potential degradation of visual quality resulting from tree removal, the County shall revegetate and restore all disturbed areas. Revegetation undertaken between April 1 and October 1 shall include regular watering to ensure adequate initial growth. To the extent feasible, restoration of trees and shrubs shall reduce visual impacts for affected properties. Revegetation of disturbed areas shall promote restoration of vegetation over time that is as consistent as feasible with the surrounding natural landscape, recognizing constraints of the right-of-way and available space. The County shall prepare a restoration and revegetation plan that implements actions intended to mitigate the impacts on trees and vegetation removed along Garden Bar Road. The plan will be prepared in conjunction with detailed roadway engineering design, so that precise areas of disturbance are known, and the revegetation process can be coordinated with roadway implementation. Portions of the revegetation plan may be implemented on adjacent property outside the County road right-of-way by agreements with willing property owners.

The impacts to visual resources associated with improvements to Garden Bar Road and Curtola Ranch Road identified in the Draft SEIR would not be applicable to the Reduced Project since it does not include improvements on Curtola Ranch Road or Phases 2 and 3 of the Garden Bar parking area, and therefore does not result in tree removal in those areas. As a result, the Reduced Project would eliminate the significant and unavoidable impact to visual resources along Garden Bar Road (related to Impact 7-3), as well as the “Cumulative Plus Project Conditions” related to the oak tree removal along Garden Bar Road, and would result in a **less-than-significant** impact for both.

Because the Reduced Project does not include either Phase 2 or Phase 3 of the Garden Bar parking area, widening of the road and oak tree removal along Garden Bar Road would not be required, thereby eliminating the significant and unavoidable impact to visual resources along Garden Bar Road, and the need for Mitigation Measure 7-1, which would have required revegetation along Garden Bar Road.

The aforementioned information does not necessitate recirculation pursuant to CEQA Guidelines 15088.5 since it does not result in any significant new information. Specifically, the information does not result in either: (1) a new significant environmental impact that would result from the project or from a new mitigation measure proposed to be implemented; (2) a substantial increase in the severity of an environmental impact that would result unless mitigation measures are adopted that reduce the impact to a level of insignificance; (3) a feasible project alternative or mitigation measure considerably different

from other previously analyzed that would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it; or (4) the Draft SEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (CEQA Guidelines, § 15008.5.) Here, the provided information was identified and analyzed in the Draft SEIR, and the Reduced Project is simply a smaller portion of the project that was initially analyzed. No impacts have been increased through the Reduced Project, but instead as the scope of the project was reduced, so were the impacts. Accordingly, recirculation is not required.



**COMMUNITY DEVELOPMENT RESOURCE AGENCY
PLANNING SERVICES DIVISION
County of Placer**

**RECOMMENDED CONDITIONS OF APPROVAL
HIDDEN FALLS REGIONAL PARK TRAILS EXPANSION
(PCPA 20090391 / PLN19-00187)
CONDITIONAL USE PERMIT**

ASSESSOR PARCEL NUMBER(S): All or portions of 026-020-002, 026-020-009, 026-020-011, 026-020-012, 026-020-013, 026-061-001, 026-061-003, 026-061-007, 026-061-013-510, 026-061-051, 026-061-055, 026-061-068, 026-061-080, 026-061-081, 026-061-082, 026-061-083, 026-072-045, 026-072-047, 026-072-049, 026-072-050, 026-072-054, 026-072-055, 026-072-056, 026-072-057, 026-072-062, 026-072-063, 026-072-074, 026-072-075, 026-072-076, 026-072-084, 026-072-085, 026-081-001, 026-081-002, 026-081-003, 026-081-004, 026-081-005, 026-081-006, 026-081-007, 026-081-008, 026-081-023, 026-081-040, 026-081-044, 026-081-047, 026-081-048, 026-081-050, 026-081-052, 026-110-001, 026-110-012, 026-110-018, 026-120-028, 026-130-041, 026-301-025, 026-301-029, 026-301-031, 026-301-036, 026-301-037, 026-310-010, 026-310-012, 026-370-019, 026-370-040, 026-370-044, 026-370-053 and 026-370-056

THE FOLLOWING CONDITIONS SHALL BE SATISFIED BY THE APPLICANT, OR AN AUTHORIZED AGENT. THE SATISFACTORY COMPLETION OF THESE REQUIREMENTS SHALL BE DETERMINED BY THE DEVELOPMENT REVIEW COMMITTEE (DRC), COUNTY SURVEYOR, AND/OR THE PLANNING COMMISSION.

1. This Conditional Use Permit Modification (CUP Modification) modifies Conditional Use Permit PCPA 20090391 and authorizes the development and use of all or portions of APN's 026-020-002, 026-020-009, 026-020-011, 026-020-012, 026-020-013, 026-061-001, 026-061-003, 026-061-007, 026-061-013-510, 026-061-051, 026-061-055, 026-061-068, 026-061-080, 026-061-081, 026-061-082, 026-061-083, 026-072-045, 026-072-047, 026-072-049, 026-072-050, 026-072-054, 026-072-055, 026-072-056, 026-072-057, 026-072-062, 026-072-063, 026-072-074, 026-072-075, 026-072-076, 026-072-084, 026-072-085, 026-081-001, 026-081-002, 026-081-003, 026-081-004, 026-081-005, 026-081-006, 026-081-007, 026-081-008, 026-081-023, 026-081-040, 026-081-044, 026-081-047, 026-081-048, 026-081-050, 026-081-052, 026-110-001, 026-110-012, 026-110-018, 026-120-028, 026-130-041, 026-301-025, 026-301-029, 026-301-031, 026-301-036, 026-301-037, 026-310-010, 026-310-012, 026-370-019, 026-370-040, 026-370-044, 026-370-053 and 026-370-056 for the existing 1,200-acre Hidden Falls Regional Park (HFRP) and approximately 2,765-acre new Trails Expansion Area.

This CUP Modification covers:

- Expanding the HFRP trails network from 30 miles to approximately 60 miles through the addition of existing trails and construction of new trails within the lands owned or held in conservation easements by the Placer Land Trust, or on lands owned by Placer County, or where the County holds trail easements;
- Constructing two additional bridges over Raccoon Creek and one major culvert crossing over a tributary to Raccoon Creek between the existing HFRP trail network and Taylor Ranch;
- Adding parking and access areas improvements, including utilizing the existing parking and access at Harvego Preserve off Curtola Ranch Road for access to the northern areas of the expanded trails network, and creating new access points on the Twilight Ride property off of Bell Road to provide access midway through the Trails Expansion Area, as well as the parking area on the Garden Bar 40 parcel for access to the western end of the expansion area. In addition, an additional automobile overflow area will be added to the existing HFRP Mears Place entrance.
- Restricts construction of parking areas as follows:

- Addition of up to 25 more overflow automobile parking spots at the HFRP Mears Place entrance
 - Utilization of the current parking area at the Harvego Preserve for docent-led tours only, 12 times per year
 - Phase 1 of the Twilight Ride parking area (54 automobile/20 equestrian parking spaces)
 - Phases 1A and 1C of the Garden Bar 40 parking area (25 auto/5 ADA spaces) and allowance for 6 Special Events per year
- Changes from the previously approved access and parking area from Garden Bar Road on the west side of HFRP to access and parking planned on the newly acquired Garden Bar 40 parcel;
 - Identifying and clarifying the type and size of events allowed at the Garden Bar entrance and facilities allowed within the existing HFRP and Trails Expansion Area;
 - Construction of supporting facilities including restroom facilities, water wells, stream crossings, viewing platforms, picnic areas, benches, signage, drinking fountains, animal proof trash/recycle receptacles, fire suppression facilities, emergency/maintenance access roads, equestrian facilities, fencing;
 - Allowed uses including recreational uses (hiking, bicycle riding and horseback riding), grazing, agriculture, nature/cultural education, organized events (i.e. cross country track meets, docent led tours), film & theater production, hunting and fishing (fishing according to CA Dept. of Fish and Wildlife Freshwater Fishing Regulations, depredation hunting by County/federal wildlife specialists); and
 - Management means and methods including hours of operation, use of reservation system, operation of public water supply permit(s) and Transient Non-community Water System permit(s), regulatory compliance.

This CUP Modification identifies the following management areas for their individual characteristics and definition of unique management needs and facilities. Management areas include the Bear River Backcountry Management Area, Taylor Ranch Management Area, Hidden Falls Management Area, and Garden Bar Management Area. Management areas are depicted on Exhibit A.

Permitted Uses are those typically associated with a passive park (i.e. hiking, biking, horseback riding, etc.). Specific facilities include:

A) Bear River Backcountry Management Area (BRBMA):

- i. No development of new parking areas
- ii. Existing graded dirt area at north end of Curtola Ranch Road allows parking for approximately 18 vehicles
- iii. Public vehicle access to the BRBMA by docent led tour only, 12 times per year.
- iv. Access to the BRBMA by pedestrian, equestrian, and bicycle use, originating from the other Trails Expansion Area designated parking areas outside of the BRBMA (i.e. the Twilight Ride parking area), is allowed 7-days per week and only by backcountry access permit administered by the Placer County Department of Public Works, Parks Division.
- v. A backcountry access permit would include, but not be limited to, the following elements:
 - a. Personal identification and emergency contact information of entrants
 - b. Ingress/egress itinerary of entrants
 - c. Education of physical conditions of BRBMA and acknowledgment of preparedness
 - d. Education of rules and regulations for the BRBMA and agreement of entrants to adhere to rules and regulations, including limiting travel to designated public access areas.

B) Taylor Ranch Management Area (TRMA):

- i. 54 automobile parking stalls including 4 ADA stalls (hard surfacing)
- ii. 20 equestrian parking stalls (gravel)

- iii. Entry road improvements from Bell Road, including driveway encroachment (hard surfacing of encroachment, entry road and access road to parking area)
- iv. Entry gate(s) and/or ranger booth
- v. Stream crossings
- vi. 12,000-gallon water storage tank and hydrant
- vii. Permanent restroom
- viii. Groundwater well for drinking water, restrooms, and fire suppression.
- ix. Septic system
- x. Entry kiosk, including area for safety information from Placer County Fire Department/CAL FIRE
- xi. Equestrian amenities (horse hitch, mounting block, horse-watering facilities)
- xii. Unpaved access trail to connect to Taylor Ranch
- xiii. Directional signage on trail to guide park users and emergency personnel
- xiv. Helicopter landing zone near parking area constructed in consultation with Placer County Fire/CAL FIRE staff
- xv. Drivable 12' fire access road reaching into trails expansion area as far as possible given topographic conditions and in accordance with any restrictions derived from the conservation easement or other executed agreements.
- xvi. Prior to opening the TRMA parking area for public use, provide a Light Rescue Vehicle (LRV) to Placer County Fire/CAL FIRE to serve the Project area and the greater North Auburn/Ophir areas served by the Placer County Fire Department.

C) Hidden Falls Management Area (HFMA)

- i. The following parking descriptions include the total of existing spaces in use at the time of the issuance of this CUP Modification plus new development allowed under this CUP Modification:
 - a. 55 paved automobile parking stalls including 4 ADA stalls
 - b. Gravel parking areas sized to accommodate 75 automobiles (may be used for automobiles or equestrians). Includes existing gravel parking area, plus new gravel parking area for 25 automobiles
 - c. 12 designated equestrian parking stalls
 - I. Entry road improvements from Mears Place, including commercial driveway (existing)
 - II. Entry gate and/or ranger booth (existing)
 - III. 12,000-gallon water storage tank and hydrant (existing)
 - IV. Permanent restroom (existing)
 - V. Groundwater well for drinking water, restrooms, and fire suppression. (existing)
 - VI. Septic system (existing)
 - VII. Helicopter landing zone near parking area constructed in consultation with Placer County Fire/CAL FIRE staff (existing)
 - VIII. New ponds developed in conjunction with the fuel load reduction and/or grazing plans and in coordination with CDFW;
 - IX. Hunting is prohibited within the HFMA other than as allowed by a valid depredation permit.

D) Garden Bar Management Area (GBMA)

- i. Paved encroachment from Garden Bar Road, access driveway and parking area for 25 automobile stalls
- ii. Separate parking area near the existing westerly HFRP vehicle bridge with 5 ADA parking spaces
- iii. Informal overflow parking areas sized to accommodate a 200-person Special event; limited to a maximum of 6 Special Events per year
- iv. Equestrian trailers are not allowed parking access at the GBMA.
- v. Entry road improvements from Garden Bar Road
- vi. Entry gate and/or ranger booth

- vii. 12,000-gallon water storage tank and hydrant
- viii. Permanent restroom
- ix. Groundwater well for drinking water, restrooms, and fire suppression;
- x. Septic system
- xi. Helicopter landing zone near parking area constructed in consultation with Placer County Fire/CAL FIRE staff (existing)
- xii. A group camping area with one or more formalized fire pits, a group tent area, and/or bunkhouses for scheduled, supervised overnight use.
- xiii. Development of a nature/cultural education/commercial kitchen/conference center at the existing Hidden Falls Regional Park ranch house or other suitable location within the GBMA;
- xiv. Hunting is prohibited within the GBMA other than as allowed by a valid depredation permit.
- xv. Parking improvements and public access in the GBMA is to be conducted in accordance with the following phases:

Permitted Access	Corresponding Improvements
GBMA PHASE A – Proposed	
<input type="checkbox"/> Garden Bar entrance improved to allow 25 automobile parking spaces and 5 ADA spaces (Public access allowed only on weekends / holidays / high volume days. Reservation required. Parking spaces only allowed one turn-over per day.	<input type="checkbox"/> Improved signage and pavement markings added on Garden Bar Road <input type="checkbox"/> Provide drivable 12' fire access road reaching from Garden Bar parking area into HFRP as far as reasonably possible <input type="checkbox"/> Provide CAL FIRE and Knox padlocks on all access gates <input type="checkbox"/> Provide Helicopter landing zone near Garden Bar western entrance to HFRP (this landing zone is currently in place and verified per CAL FIRE field visit on January 30, 2019) <input type="checkbox"/> The new Garden Bar vehicle parking areas shall provide designated parking stalls and maintain clear fire access lanes of 20', meet fire equipment turning radius, and be able to support 75,000 pounds load rating <input type="checkbox"/> Vertical clearances along trails and fire access lanes shall be pruned to a minimum of 15' 0". Vertical clearances shall apply to the planned covered bridge over Raccoon Creek that was approved in 2010 <input type="checkbox"/> Trails shall provide directional signage to guide park users and emergency personnel to points of interest and egress routes (trail signage is in place within existing HFRP) <input type="checkbox"/> Placer County Fire Department/CAL FIRE shall be given room for an information kiosk for use during peak usage days for distribution of safety information. <input type="checkbox"/> Defensible space standards shall be met pursuant to PRC 4291. Defensible space shall be increased as necessary in consultation with Placer County Fire Department/CAL FIRE staff to account for vegetation types and slopes. <input type="checkbox"/> A 12,000 gallon water tank and hydrant shall be maintained near the Garden Bar parking area <input type="checkbox"/> Portable toilets made available until Phase 1c
GBMA PHASE C – Proposed	
<input type="checkbox"/> Informal overflow areas at Garden Bar 40 parking area	Addition to Phase 1B Improvements: <input type="checkbox"/> Special Event Permit Application (SEPA) approval from County Parks required.

Permitted Access	Corresponding Improvements
and near existing ranch house to accommodate a 200-person event in addition to 30 reservation-based spaces. Special Events limited to 6 days per year.	Permanent restrooms and septic system (or vault system if adequate well water is not available)

E) Facilities common to all management areas:

- i. Approximately 30 miles of multiple-use, natural-surface trails in addition to more than 30 miles of existing HFRP multi-use trails and roads for hikers, mountain bikers, and equestrians;
- ii. American's with Disabilities (ADA) accessible trails including access for ADA wheelchairs;
- iii. Bridge crossings over Raccoon Creek and other streams to support the trail network, provide emergency access, and connect to the existing trail system within HFRP and the Trails Expansion Area;
- iv. Culvert and rock-lined stream crossings over intermittent drainages to support the trails network;
- v. Fire suppression facilities (i.e., helistops for emergency use and an emergency water system);
- vi. Establishment of no-parking zones and installation of no-parking signage to discourage pedestrian travel along local roads as appropriate in consultation with the Placer County Department of Public Works Transportation Planning Division and as adopted by the Board of Supervisors.
- vii. Picnic areas throughout HFRP and the Trails Expansion Area to accommodate use;
- viii. Benches and rest areas throughout HFRP and the Trails Expansion Area;
- ix. Enclosed animal-proof trash receptacles throughout HFRP and the Trails Expansion Area to accommodate use;
- x. Suitable landscaping around parking areas and restrooms;
- xi. Improvements to facilitate public access to viewing areas (i.e. pond-side boardwalk, observation decks);
- xii. Drinking fountains;
- xiii. Exclusionary fencing and/or bollards around parking areas and entry roads to restrict public vehicle access beyond designated parking/entry access areas;
- xiv. Designated fishing locations along Raccoon Creek and/or ponds developed in coordination with the California Department of Fish and Wildlife (CDFW);
- xv. Film and theater production, subject to County Film Permit requirements;
- xvi. Interpretive programs, including signage, displays, and/or guided tours;
- xvii. Directional and wayfinding signage;
- xviii. Informational kiosks;
- xix. Restoration of various habitats within HFRP and the Trails Expansion Area;
- xx. Use of HFRP and the Trails Expansion Area for grazing and other agricultural uses, including paddock fencing and other infrastructure to support agricultural uses;
- xxi. Educational classes, and field trips

The HFRP and Trails Expansion Area properties are subject to applicable provisions of Article 12.24 et al of the Placer County Code, (hereinafter "County Parks Ordinance"). If conflict exists between this permit and the County Parks Ordinance, the County Parks Ordinance shall take precedence. Changes to the County Parks Ordinance affecting the provisions of this permit shall be considered

to automatically amend this permit provided, however, that nothing herein shall be construed as to relieve the applicant of any provisions of the California Environmental Quality Act.

The subject area of this CUP Modification includes property owned by Placer County and property owned by others. Property owned by others is intended to be used for the permitted purposes by Placer County under rights of separate easements or other agreements. The intent of this CUP Modification is to define the activities of Placer County, its agents, and assigns, within the parcels identified in this document. Nothing herein shall be construed as affecting or limiting the rights or obligations of underlying property owners or easement holders, other than Placer County, within the area of this Conditional Use Permit Modification.

Development of facilities may be expanded in phases as funding becomes available. Prior to allowing expanded public vehicle access for each phase, the corresponding road, parking and other improvements would be completed.

Construction of facilities beyond the description contained in Condition No. 1 above and described herein (with the exception of facilities which are clearly incidental to those listed above) shall be subject to evaluation through a subsequent modification of this use permit and further environmental review. Any modification of this CUP Modification would require additional public meetings, hearings, and ultimate approval by the Board of Supervisors. Such facilities include, but are not limited to:

- Construction of active recreation facilities such as ball fields or tennis courts
- Amplified sound

Subject to the Placer County Grading Ordinance and applicable federal and state regulations, ongoing alterations to the maintenance road and trail system to improve stability, avoid resources, and provide user enhancement shall be considered consistent with this permit without need for modification.

The following Conditions of Approval pertain to construction activities and not on-going maintenance activities unless specifically stated.

IMPROVEMENT PLANS

2. Any on-site sewage disposal area within 50' of any planned construction shall be shown on the Grading / Improvement Plans. **(EH)**

GRADING

3. The County shall prepare and submit Grading and Drainage Plans (Plans) and specifications (per the requirements of Section II of the Land Development Manual that are in effect at the time of submittal) for review and approval of work associated with structural design, hydrology associated with the bridges, and grading/drainage associated with the facility development zone. The Plans shall show all conditions affecting those facilities as well as pertinent topographical features. All existing and proposed utilities and easements, on-site and adjacent to those facilities, which may be affected by planned construction, shall be shown on the plans. The County shall pay plan check and inspection fees as applicable. **(MM 11-1)**
4. All proposed grading, drainage improvements, vegetation, tree impacts, and tree removal associated with HFRP and the proposed Project, including access roads, parking areas, overlooks, bridges and trails shall be shown on the Plans and all work shall conform to provisions of the County Grading Ordinance AECOM Hidden Falls Regional Park Trail Expansion Subsequent DEIR Hydrology and Water Quality 11-20 (Section 15.48, formerly Chapter 29, Placer County Code) and the Placer

County Flood Control District's Stormwater Management Manual. No grading, clearing, or tree disturbance shall occur until the Plans are approved and any required temporary construction fencing has been installed and inspected by a member of the Design Review Committee. All cut/fill slopes included in the Plans shall be at 2:1 (horizontal:vertical) maximum unless a soils report supports a steeper slope and Design Review Committee concurs with said recommendation. In addition, a drainage report in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Storm Water Management Manual that are in effect at the time of submittal shall be prepared and submitted with the Plans. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: written text addressing existing conditions, the effects of the improvements, all appropriate calculations, a watershed map, increases in downstream flows, proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The report shall identify water quality protection features and methods to be used both during construction and for long-term post-construction water quality protection. Best Management Practice (BMP) measures shall be provided to reduce erosion, water quality degradation, and prevent the discharge of pollutants to stormwater to the maximum extent practicable. In addition, routine maintenance shall be performed on HFRP and Project facilities to reduce erosion to the extent possible and to repair weather-related damage that could contribute to erosion. **(MM 11-1)**

5. The Improvement Plan(s) shall identify the stockpiling and/or vehicle staging areas with locations as far as practical from existing dwellings and protected resources in the area.
6. Implement Stormwater BMPs. As detailed within Mitigation Measure S5-1a, water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment (2015), and for Industrial and Commercial (or other similar source as approved by the County). **(MM S5-1a)**
7. Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the County. BMPs shall be designed in accordance with the West Placer Storm Water Quality Design Manual for sizing of permanent post-construction Best Management Practices for stormwater quality protection. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by appropriate regulatory authorities. All permanent BMPs shall be maintained as required to ensure effectiveness. **(MM 5-1a)**
8. Obtain RWQCB Permit and Implement Construction BMPs. Prior to any construction commencing on projects with ground disturbance exceeding 1 acre, the applicant shall provide evidence of a WDID number generated from the State Regional Water Quality Control Board's Stormwater Multiple Application & Reports Tracking System (SMARTS). This serves as the Regional Water Quality Control Board approval or permit under the National Pollutant Discharge Elimination System (NPDES) construction storm water quality permit.

BMPs shall be designed to ensure that pollutants contained in project-related storm water discharges are reduced to the maximum extent practicable and that non-storm water discharges are prevented from leaving the site, both during and after construction, as required by Placer County's Stormwater Quality Ordinance. Construction (temporary) BMPs for the project include, but are not limited to:

- Use temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils;
 - Store materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water;
 - Use water for dust control;
 - Construct sediment control basins;
 - Regular sweeping of entry and exit areas to minimize off-site sediment transport;
 - Install traps, filters, or other devices at drop inlets to prevent contaminants from entering storm drains; and
 - Use barriers, such as straw bales, perimeter silt fences, or placement of hay bales, to minimize the amount of uncontrolled runoff that could enter drains or surface water. **(MM 5-1b)**
9. Implement Post-Development BMPs. Post-development (permanent) BMPs for the Project include, but are not limited to:
- The Project will have an effective system of erosion and sedimentation control, consisting of vegetative and structural measures and management practices, to reduce the damage of erosion and costly clean-up procedures.
 - Following trail construction, wattles/fiber rolls and/or gravel-filled bags will remain in place until permanent stabilization measures have proven successful.
 - For the duration of the Project, storm drainage within ditch systems associated with switchback construction will have stabilized ditch protection. This will consist of filter fabric, mulch, or a 3-inch gravel base.
 - Plan development to fit the particular topography, soils, waterways, and natural vegetation of the site, to avoid the creation of erosion problems on the site.
 - Reduce erosion hazards and runoff volumes and velocity by limiting the length and steepness of slopes. Slopes subject to erosion should not be steeper than 2:1 horizontal to vertical.
 - Break up long steep slopes by benching, terracing, or diversion structures. • Use existing vegetation to control erosion to (a) shield the soil surface from rain, (b) increase infiltration, (c) reduce velocity of runoff and (d) hold soil in place and act as a filter.
 - Time the project so that grading and construction occur during the normal dry season to the extent feasible.
 - The County shall also consult with the RWQCB to acquire the appropriate regulatory approvals that may be necessary to obtain Section 401 water quality certification. **(MM S5-1c)**
10. Obtain and Implement Seismic Engineering Design Recommendations. – Prior to issuance of grading permits, the applicant shall obtain the services of a qualified, licensed geotechnical engineer to examine for traces of any relevant fault zone within the project area and develop engineering design recommendations for the project area. The recommendations shall include calculation of seismic shaking hazards using the appropriate computer modeling software and shall include specific structural design recommendations to minimize potential damage to buildings and structures from seismic events. The recommendations shall also include an examination of the traces of the Bear Mountain fault system within the project area, including surface reconnaissance, and shall make recommendations for building foundation and infrastructure design accordingly. All appropriate design recommendations shall be implemented during the project design and construction phases. **(MM S5-2a)**
11. No structures intended for human occupancy shall be constructed within a 100-foot-wide no building zone over the Bear Mountain fault traces. However, following completion of the seismic study required in (a) above, the no building zone may be modified if recommended by the geotechnical engineer. **(MM 5-2b)**

12. Prior to issuance of grading permits, the applicant shall obtain the services of a qualified, licensed geotechnical engineer to prepare a comprehensive final geotechnical report for the entire Project area with specific design recommendations sufficient to ensure the safety of soil conditions, project structures, and site occupants. The report shall include project design and construction recommendations to address:
 - Site preparation and grading, including surface and subsurface prep work, engineered fill materials, fill placement and compaction, trench backfill, erosion/winterization, slope stability, and surface drainage;
 - Foundation requirements specific to the location of each component of the proposed project;
 - Concrete slabs-on-grade, both interior and exterior;
 - Retaining and below grade walls; and
 - Road, pavement, and parking area design;
 - The seismic engineering design recommendations shall be incorporated into the Project design.

Adequate field inspection shall occur during construction. It is the responsibility of the applicant to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report. **(MM S5-2c)**

13. The Improvement Plans shall show the location, size, and ownership of any canals on the property and the canals shall be described in the final Drainage Report. Provide the County with a letter from the agency controlling the canal describing any restrictions, requirements, easements, etc. relative to construction of the project. Said letter shall be provided to the County prior to the approval of the Improvement Plans.
14. Prior to Improvement Plan approval, provide the County with a letter from the appropriate fire protection agency describing conditions under which service will be provided to this project. A representative's signature from the appropriate fire protection district shall be provided on the Improvement Plans.
15. In order to protect site resources, no grading activities of any kind may take place within the 100-year flood plain of the stream/drainage ways, unless otherwise approved as a part of this Project.
16. For parking improvements at the TRMA and GBMA, submit, for review and approval, a striping and signing plan with the Project Plans. The Plans shall include all on- and off-site traffic control devices and shall be reviewed by the County Traffic Engineer. A construction signing plan shall also be provided with the plans for review and approval by the County Traffic Engineer. These plans shall be consistent with the phases of development proposed with the "Reduced Project" and shall include, but not be limited to, the following:
 - A) Install or upgrade traffic control devices along Cramer Road in conjunction with parking improvements at the TRMA. Prior to the use of the new parking areas, install "No Parking" signs along public roads serving the Project site at the discretion of the County Department of Public Works and as approved by the Board of Supervisors in order to discourage offsite parking and limit pedestrian movement between offsite street parking and each project entry. **(S8-2)**
 - B) For Garden Bar Road, Phase 1A, improved signage and pavement markings shall be added on Garden Bar Road.
 - C) For Phase 1B of the Garden Bar Road improvements, pull-outs along Garden Bar Road are required.
 - D) For Phase 1C of the Garden Bar Road improvements, a Special Event Permit Application approval is required from County Parks. This process includes analysis of traffic control measures.
17. With the parking space construction and access at the Twilight Ride site, Improvement Plans shall be prepared showing the construction of a driveway encroachment onto Bell Road to a Plate 116 Major Land Development Manual standard, unless an alternative is approved by the County Department of

Public Works that results in an equal level of performance based on the considerations listed in General Plan Policy 3.A.7(5) (listed earlier in this chapter). The design speed along Bell Road shall be 40 miles per hour, unless an alternate design speed is approved by the Department of Public Works (DPW). The improvements shall begin at the outside edge of any future lane(s) as directed by the DPW and the Engineering and Surveying Division (ESD). The Plate 116 structural section within the Hidden Falls Regional Park Trail Expansion Subsequent DEIR AECOM 8-31 Transportation and Circulation main roadway right-of-way shall be designed for a Traffic Index of 7.5 but said section shall not be less than 3 inches of Hot Mix Asphalt (HMA) over 8 inches of Class 2 Aggregate Base (AB) unless otherwise approved by the ESD. **(MM S8-4)**

18. The Improvement Plans shall include the message details, placement, and locations showing that all storm drain inlets and catch basins within the project area shall be permanently marked/embossed with prohibitive language such as "No Dumping! Flows to Creek." or other language /graphical icons to discourage illegal dumping as approved by the County. County-approved signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, shall be posted at public access points along channels and creeks within the project area. The applicant is responsible for maintaining the legibility of stamped messages and signs.
19. All stormwater runoff shall be diverted around trash storage areas to minimize contact with pollutants. Trash container areas shall be screened or walled to prevent off-site transport of trash by the forces of water or wind. Individual 30-gallon bear-proof trash cans shall not require such screening or walling-off. Trash containers shall not be allowed to leak and must remain covered when not in use.
20. Prior to Grading/Grading Permit or Improvement Plan approval and before any grading or clearing occurs on the Project site, within 50' of any on-site sewage disposal area, the on-site sewage disposal area(s) on the Project site shall be fenced off with fluorescent construction fencing or other barrier approved by Placer County Environmental Health Services and clearly marked with a sign that states "KEEP OFF! Reserved for Sewage Disposal Only". After construction has been completed, fluorescent fencing is to be removed. **(EH)**

ROADS / TRAILS

21. The following items shall be completed prior to opening of GBMA parking improvements to the public as applicable to comply with the terms of the purchase and sale agreement with the Spears Family Trust, and shall be implemented prior to allowance of public access from Garden Bar Road:
 - A) Improve the Garden Bar Road entrance at the new access road to the following standards. Construct a public road entrance/driveway onto Garden Bar Road to a Plate 116 LDM standard. The design speed of Garden Bar Road shall be 40 mph, unless an alternate design speed is approved by the County. The improvements shall begin at the outside edge of any future lane(s) as directed by the County. An Encroachment Permit shall be obtained by the applicant or authorized agent from the County. The Plate 116 structural section within the main roadway right-of-way shall be designed for a Traffic Index of 7 but said section shall not be less than 3" AC/8" Class 2 AB unless otherwise approved by the County.
 - B) Construct and show on the Plans approximately 200 feet of connecting road to existing access road from the intersection of Garden Bar near the existing access road to a Rural Minor Residential Plate 102 LDM Standard, or as otherwise approved by the County. All access roads subject to public use shall be designed to meet 25 mph design speed criteria, as specified in the latest version of the Caltrans Highway Design Manual unless otherwise approved by the County.
 - C) Construct and show on the Plans a new public access gate at the new access road from Garden Bar near the existing access road. Minimum Plate 108 LDM turnaround shall be provided so that vehicles may enter Garden Bar Road in a forward-facing direction, to the satisfaction of the servicing Fire Department, and as approved by the County.

The roadway structural section shall be designed for a Traffic Index of 7 but said section shall not be less than 3" AC/8" Class 2 AB, unless otherwise approved by the County. (Ref. Section 4, LDM).

22. All on-site parking and circulation areas shall be improved with a minimum asphaltic concrete, Portland cement, or pervious pavement surface capable of supporting anticipated vehicle loadings, or as otherwise approved by the County. It is recommended that the pavement structural section be designed in accordance with recommendations of a soils/pavement analysis and should not be less than 2" AC over 4" Class 2 AB, or the equivalent.

An exception shall be made for equestrian and overflow areas, as identified in the project description, which shall be capable of supporting a 75,000-pound vehicle. It is recommended that the minimum surfacing be 6" aggregate base on 90% compacted soil.

23. Public roadway improvements, constructed with each project phase, shall include adequate vehicular turn-around improvements (e.g. cul-de-sac or hammerhead) to minimum Plate 101 LDM standards and easements as required by the County. As each road is extended into other project phases, these turn-around improvements shall be removed or modified as required.
24. Proposed road names shall be submitted to the County for review and shall be approved by the County prior to plan approval.

PUBLIC SERVICES

25. Calculate Water Demands for Fire Suppression - If groundwater is to be used for emergency fire suppression water, the County shall amend the April 7, 2009, Water Demand Calculation Report (Placer County 2009) to include fire suppression water requirements. If it is found that fire suppression requirements combined with water demands for other proposed uses is consistent with yields found in nearby private wells (1.3 to 7 gpm) then no further mitigation is required. If fire suppression requirement surpasses yields found in nearby private wells, one of the following shall be done:
 - A) modify proposed uses at each well location to be consistent with available water that would not surpass similar yields of nearby wells;
 - B) utilize Nevada Irrigation District raw irrigation water sources including but not limited to existing canals and ponds, new ponds, and/or irrigation fed underground storage tanks;
 - C) fill storage tanks during off-peak periods when use is limited (i.e. winter and nighttime periods);
 - D) import water needed to meet fire suppression requirements for emergency storage tanks via water trucks so that this water is not being pulled from the wells. **(MM 11-3)**
26. Prior to the approval of the plans, provide the County with proof of notification (in the form of a written notice or letter) of the proposed Project to:
 - A) Western Placer Unified School District
 - B) The Placer County Sheriff's Office
27. Prior to Grading/Improvement Plans approval, submit to EHS a "will-serve" letter from the franchised refuse collector for weekly or more frequent refuse collection service. The Project shall subscribe to weekly mandatory refuse collection services from the refuse collection franchise holder. **(EH)**

FEES

28. This project will be subject to the payment of traffic impact fees that are in effect in this area (Placer Central Fee District), pursuant to applicable Ordinances and Resolutions. The applicant is notified that the following traffic mitigation fee(s) will be required and shall be paid to Placer County DPW prior to Improvement Plan approval for the project:
- A) County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code
 - B) South Placer Regional Transportation Authority (SPRTA)
 - C) Placer County / City of Roseville JPA (PC/CR)

The fees to be paid shall be based on the fee program in effect at the time that the application is deemed complete.

DEDICATIONS

29. Provide the following easements/dedications on the plans to the satisfaction of the County:
- A) Any required easements for the on or off-site access roads and frontage improvements shall be required prior to the County approving Plans for any portion or phase of the Project affected by the easement.
 - B) Public utility easements as required by the serving utilities, excluding wetland preservation easements (WPE).
 - C) Drainage easements as appropriate.
 - D) Provide private easements for existing or relocated water lines, service/distribution facilities, valves, etc., as appropriate.

ENVIRONMENTAL HEALTH

30. The existing onsite sewage disposal system serving the existing residence (ranch house residence on western side of existing HFRP) shall be properly abandoned under permit with Environmental Health Services prior to Final Occupancy Approval for the nature center/ bunkhouse unless otherwise approved by EHS. **(EH)**
31. Prior to Grading/Improvement Plan approval place a Note on the Grading/Improvement Plans to indicate that all approved on-site sewage disposal system areas and the 100% replacement areas shall not be graded, compacted or in any way altered or encumbered and must remain available, free of vehicular traffic, parking, structures of any type, or soil modification. **(EH)**
32. Prior to Grading/Improvement Plan approval, indicate on the Grading/Improvement Plans the location of each approved minimum usable sewage disposal area. Notation shall be made on the documents that the shown minimum usable sewage disposal area shall remain unaltered and available, free of vehicular traffic, parking, structures of any type, or soil modification and shall not be graded, compacted, or, in any way, altered or encumbered. **(EH)**
33. Prior to Building Permit issuance for any structure that will be served by an onsite sewage disposal system, the applicant/owner shall contact EHS, pay required fees, and obtain an approved Septic Construction Permit, and as approved, install on-site sewage disposal systems for the staging areas and the nature center/ bunkhouse. Prior to final sign-off by EHS, connect each structure to the new systems. **(EH)**
34. If portable toilets are used during temporary events or used at the Garden Bar 40 parking area until Phase 1C, the portable toilets shall be located such that they are accessible to a septic pumper truck for maintenance. The project proponent will be required to obtain a maintenance contract and retain all receipts of pumping and maintenance activity for the portable toilets. **(EH)**

35. Any proposed use of a vault privy or other type of onsite sewage disposal method shall be approved by EHS and shall comply with all requirements of the Placer County On-Site Sewage Program Ordinance and Manual. **(EH)**
36. Prior to Building Permit issuance for any structures and/or services that will be served by a public water well, there shall be adequate assurances that a public water well, designed and operated in conformance with the California Safe Drinking Water Act and related codes and regulations can serve the project. Domestic water quality and quantity shall be subject to approval by EHS. **(EH)**
37. Prior to public use of any new public water system, this Project shall install backflow prevention device(s) to the satisfaction of EHS to protect the public water supply from improper cross-connections. **(EH)**
38. Prior to public use of any areas served by public wells, this project shall obtain a Transient Non-community Water System Permit as stipulated within Mitigation Measure 11-2. **(MM 11-2) (EH)**
39. Until a Public Water Supply permit is issued by EHS for this Project, the Project is prohibited from providing water service to the public, including flush toilets and/or restrooms other than water provided under existing Public Water Supply permit. **(EH)**
40. This Project will be required to install bear resistant garbage containers as required by Placer County Code, Section 8.16. **(EH)**
41. Prior to expanded public use of HFRP and Trails Expansion area, the applicant shall submit to EHS, a solid waste management plan. A plan form specifying required information can be obtained in the EHS office. **(EH)**
42. Prior to Final Occupancy Approval, the County shall submit payment of required fees and a Hazardous Materials Business Plan to EHS Hazardous Materials Section, for review and approval. **PLEASE NOTE:** "Hazardous" materials, as defined in Health and Safety Code Division 20, Chapter 6.95, Articles 1 & 2, shall not be allowed on any premises in regulated quantities without notification to EHS. **(EH)**
43. This Project shall implement measures to reduce hazards associated with potential releases of hazardous materials as described in Mitigation Measure 14-1. **(MM 14-1) (EH)**
44. This project shall prepare and implement a safety hazard plan and conduct soil sampling as described in Mitigation Measure 14-2. **(MM 14-2) (EH)**
45. Placer County Code Chapter 8, Article 8.24 provides that Industrial and other non-domestic wastes shall not be disposed of in an on-site sewage disposal system at any time.
46. Prior to public use of HFRP and the Trails Expansion Area, a mosquito control management / maintenance program shall be approved by the Placer Mosquito Abatement District. The project applicant shall obtain a copy of the Placer Mosquito Abatement District Guidelines and Standards for Vector Prevention in Proposed Developments. This Project shall abide by these guidelines. **(EH)**
47. Prior to Grading/Improvement Plans approval, a Note shall be placed on the Grading/Improvement plans to indicate that if at any time during excavation, grading, or during the course of constructing the proposed Project, evidence of soil or groundwater contamination with hazardous materials is encountered, the applicant shall immediately stop the Project and contact the EHS Hazardous Materials Section. The Project shall remain stopped until there is resolution of the contamination problem to the

satisfaction of EHS and the Central Valley RWQCB. A note to this effect shall be placed on the Grading / Improvement Plans. **(EH)**

48. Prior to Building Permit issuance or tenant improvement for a nature education facility Food Facility and/or commercial kitchen, contact EHS, pay required fees, and apply for a plan check. Submit to EHS for review and approval complete construction plans and specifications as specified by EHS. **(EH)**
49. Prior to use of any part of the the nature education facility as a food facility, the applicant/operator shall contact EHS, pay required fees, and obtain a permit to operate a food facility. All food handling operations shall comply with the requirements of Placer County Code and the California Food Code. **(EH)**
50. If Best Management Practices are required by the County for control of urban runoff pollutants, then any hazardous materials collected during the life of the Project shall be disposed of in accordance with all applicable hazardous materials laws and regulations. **(EH)**
51. During construction, temporary storage and use of hazardous substances shall comply with Fire and EHS regulations and requirements, and spill prevention practices shall be used. **(EH)**
52. Demolition waste that contains lead-based paint and/or asbestos may be considered hazardous waste and shall be properly handled and disposed. **(EH)**
53. If Project facilities will be used for multiple-day, overnight educational, agricultural, cultural, scouting, or environmental education camps, this project will comply with the California Health and Safety Code (Division 13, Part 2.3, Camps) regarding minimum standards and regulations for organized camps. **(EH)**
54. Animal solid waste shall be handled, stored, and removed in accordance with the provisions of Placer County Code, Section 8.16.120(B).
55. The project shall conform to the Placer County Noise Ordinance.
56. Construction noise emanating from any construction activities for which a Building Permit is required is prohibited on Sundays and Federal Holidays, and shall occur only:
 - A) Monday through Friday, 6:00 a.m. to 8:00 p.m. (during daylight savings)
 - B) Monday through Friday, 7:00 a.m. to 8:00 p.m. (during standard time)
 - C) Saturdays, 8:00 a.m. to 6:00 p.m.
57. In order reduce the potential impact from transportation-related noise levels to less than significant, general public access to all areas of HFRP and the Trails Expansion Area shall be restricted to 6 a.m. to 30 minutes after sunset. (MM 10-1). Additionally, use of pavement or similar hard material is required when laying the final surface on access roads and vehicular speed shall be limited to 25 m.p.h. **(MM S10-1 and S10-2).**

AIR QUALITY

Note: The following conditions apply to the construction of roads and staging areas. Other than local and state rules or ordinances, routine maintenance of the facility are not subject to the following conditions:

58. Prior to approval of Grading or Improvement Plans the applicant shall conduct on-site soil testing and prepare and implement an Asbestos Dust Control Plan, if needed and as discussed further in Mitigation

Measure 9-1. This plan must address the minimum Administrative Requirements found in section 300 and 400 of APCD Rule 228, Fugitive Dust. The applicant shall not break ground prior to receiving APCD approval of the Construction Emission / Dust Control Plan. **(MM 9-1) (PLN)**

59. The following standard notes shall be listed on all Grading/Improvement Plans:

- A) Prior to construction activity, a Dust Control Plan or Asbestos Dust Mitigation Plan shall be submitted to the Placer County Air Pollution Control District (PCAPCD). The Dust Control Plan shall be submitted to the PCAPCD a minimum of 21 days before construction activity is scheduled to Hidden Falls Regional Park Trail Expansion Subsequent DEIR AECOM 9-33 Air Quality commence. The Dust Control Plan can be submitted online via the fill-in form: <http://www.placerair.org/dustcontrolrequirements/dustcontrolform>.
- B) Construction equipment exhaust emissions shall not exceed the PCAPCD Rule 202 Visible Emissions limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by the PCAPCD to cease operations, and the equipment must be repaired within 72 hours.
- C) Dry mechanical sweeping is prohibited. Watering of a construction site shall be carried out to mitigate visible emissions. (Based on PCAPCD Rule 228 / Section 301).
- D) The contractor shall apply water or use methods to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked offsite. (Based on PCAPCD Rule 228 / section 304).
- E) During construction activity, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust or visible emissions from crossing the project boundary line. (Based on PCAPCD Rule 228 / section 401.2).
- F) The contractor shall suspend all grading operations when fugitive dust exceeds the PCAPCD Rule 228 (Fugitive Dust) limitations. Visible emissions of fugitive dust shall not exceed 40% opacity, nor go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed PCAPCD Rule 228 limitations. (Based on PCAPCD Rule 228 / section 302 & 401.4).
- G) The prime contractor shall be responsible for keeping adjacent public thoroughfares clean by keeping dust, silt, mud, dirt, and debris from being released or tracked offsite. Wet broom or other methods can be deployed as control and as approved by the individual jurisdiction. (Based on PCAPCD Rule 228/ section 401.5).
- H) The contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures. (Based on PCAPCD Rule 228 / section 401.6).
- I) To minimize wind-driven dust during construction, the prime contractor shall apply methods such as surface stabilization, the establishment of a vegetative cover, paving (or use of another method to control dust as approved by Placer County). (Based on PCAPCD Rule 228 / section 402).
- J) The contractor shall not discharge into the atmosphere volatile organic compounds caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance unless such manufacture or use complies with the provisions of Rule 217 Cutback and Emulsified Asphalt Paving Materials.
- K) During construction, open burning of removed vegetation is only allowed under PCAPCD Rule 304 Land Development Smoke Management. A Placer County Air Pollution Control District permit could be issued for land development burning, if the vegetation removed is for residential development AECOM Hidden Falls Regional Park Trail Expansion Subsequent DEIR Air Quality 9-34 purposes from the property of a single or two-family dwelling or when the applicant has provided a demonstration as per Section 400 of the Rule that there is no practical alternative to burning and that the Air Pollution Control Officer (APCO) has determined that the demonstration has been made. The APCO may weigh the relative impacts of burning on air quality in requiring a more persuasive demonstration for more densely populated regions for a large proposed burn versus a smaller one.

In some cases, all of the removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site. (Based on PCAPCD Rule 304).

- L) Any device or process that discharges 2 pounds per day or more of air contaminants into the atmosphere, as defined by Health and Safety Code Section 39013, may require an PCAPCD permit. Developers/contractors should contact the PCAPCD before construction and obtain any necessary permits before the issuance of a Building Permit. (PCAPCD Rule 501).
- M) The contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
- N) The contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment. (Placer County Code Chapter 10, Article 10.14).
- O) Idling of construction-related equipment and construction-related vehicles shall be minimized within 1,000 feet of any sensitive receptor (i.e., house, hospital, or school). **(MM S9-2) (PLN)**

VEGETATION & OTHER SENSITIVE NATURAL AREAS

60. Temporary Construction Fencing: The applicant shall install a 4' tall, brightly colored (usually yellow or orange), synthetic mesh material fence (or an equivalent approved by the DRC) at the limits of construction, outside the drip line of all trees 5" dbh (diameter at breast height), or 10" dbh aggregate for multi-trunk trees, within 50' of the pedestrian/equestrian bridges, access roads and parking lots, prior to any construction equipment being moved on-site or any construction activities taking place.

No development of this site, including grading, will be allowed until this condition is satisfied. Any encroachment within these areas, including drip lines of trees to be saved, must first be approved by the County. Temporary fencing shall not be altered during construction without written approval of the County. No grading, clearing, storage of equipment or machinery, etc., may occur until a representative of the County has inspected and approved all temporary construction fencing. This includes both on-site and off-site improvements. Efforts should be made to save trees where feasible. This may include the use of retaining walls, planter islands, pavers, or other techniques commonly associated with tree preservation.

Said fencing and a note reflecting this Condition shall be shown on the Grading Plans and/or Improvement Plans.

61. In order to reduce impacts on foothill yellow-legged frogs and northwestern pond turtles, construction of foot bridges and trails across smaller drainages shall occur when the drainages are dry, to the extent feasible. Before any work in Raccoon Creek, the County shall determine, in consultation with the California Department of Fish and Wildlife (CDFW), whether aquatic habitat at work sites would support foothill yellow-legged frog and/or northwestern pond turtle habitat. If no aquatic habitat for foothill yellow-legged frog or northwestern pond turtle habitat occurs at a work site, there would be no impacts on these species and no further mitigation is required. If aquatic habitat for foothill yellow-legged frog and/or northwestern pond turtle is present at work sites, the County shall minimize impacts on these species by implementing the measures detailed within Mitigation Measure S12-4 in the Mitigation Monitoring Program (MMRP). **(MM S12-4)**
62. Before any work in or within 200 feet of aquatic habitat, the County shall determine whether aquatic habitat is occupied by California red-legged frog, in consultation with USFWS as applicable. If aquatic habitat in the project area is occupied by California red-legged frog, the County shall minimize impacts on California red-legged frog by implementing the measures outlined in Mitigation Measure S12-3 of the MMRP. **(MM S12-3)**

63. The County and its primary construction contractor shall implement the measures found within Mitigation Measure S12-1 of the MMRP to reduce impacts on aquatic habitats and the native fish community in the project area. **(MM S12-1)**
64. Prior to construction, the County shall obtain a verified wetland delineation from United States Army Corps of Engineers (USACE). Based on the results of the verified delineation, the County shall commit to replace, restore, or enhance on a “no net loss” basis, in accordance with USACE and the Central Valley Regional Water Quality Control Board (RWQCB), the acreage of all waters of the United States and wetland habitats that would be affected by implementation of the project. Wetland restoration, enhancement, and/or replacement shall be at a location and by methods agreeable to USACE, CDFW, and the Central Valley RWQCB, as determined during the Sections 404, 1602, and 401 permitting processes and as stipulated in Mitigation Measure S12-2. **(MM S12-2)**
65. In order to protect raptors and other nesting birds, if construction activities or vegetation removal, including tree and shrub removal, occurs between February 15 and August 31, a qualified biologist shall conduct surveys for nesting birds in the proposed construction area and 500 feet beyond the project construction footprint. Surveys shall be conducted no more than 3 days before the start of the activity. If no active nests are found, no further mitigation is required, unless construction activities cease for a period of 2 weeks or more. Another pre-construction survey shall be conducted as described above if a lapse in construction activities of two weeks or more occurs. If an active golden eagle nest, white tailed kite, American peregrine falcon, or California black rail is located within 0.25-mile of public trails or roads that will be used during construction as access routes or construction sites, the County shall:
- A) Notify CDFW of the nest within one working day of discovery of the nest; and
 - B) Implement recommendations from CDFW to avoid disturbance to golden eagle or other above-listed nesting activities.
- If an active nest is discovered outside of the typical nesting season, it should be avoided using the same avoidance measures that would be applied during the typical nesting season until such time as the young have fully fledged and are foraging independently of their parents.
- All other measures as stipulated in Mitigation Measure S12-5 shall apply to the project. **(MM S12-5)**
66. A qualified biologist shall conduct pre-construction surveys to identify Townsend’s Big-Eared Bat hibernation roost and maternity sites and potential Ringtail den sites in suitable habitat within 100 feet of proposed trails, bridges, parking areas and firebreaks (i.e., those areas directly affected by trail construction). For ringtail surveys, den site surveys should focus on trees 5 inches dbh or greater in riparian areas, particularly those with cavities. The County shall avoid locating trails within 100 feet of bat roosts and ringtail dens. If avoidance is not possible, the County shall survey those locations to determine if they are occupied by the target species. If removal of a roost site occupied by Townsend’s big-eared bats cannot be avoided, coordination with the CDFW will be required as discussed in Mitigation Measure 12-6. **(MM 12-6)**
67. If removal of native oaks larger than six inches dbh (or 10 inches dbh aggregate for multi-trunked trees) is required during construction of the proposed roads and parking areas, the County shall compensate for removal of those trees through compliance with the Placer County Tree Ordinance and in consultation with a certified arborist. **(MM S12-7)**
68. Participation in the Placer County Conservation Plan (PCCP) mitigation fee program and conditions shall be considered the functional equivalent of compliance with any conditions herein as applicable to those covered activities within the PCCP implementation document.

MISCELLANEOUS CONDITIONS

69. The County will prepare detailed design of trails, roads, and HFRP and Trails Expansion Area facilities to ensure that direct effects associated with project implementation avoids all significant and potentially significant documented cultural resources in the project area. As part of the County's ongoing operational responsibility, usage trends that threaten any potentially significant documented cultural resources will be actively managed to avoid damage. If designing such trails and facilities to avoid potential impacts is not feasible or if management of HFRP and Trails Expansion Area usage indicates potential impacts to significant or potentially significant cultural resources, an approved treatment plan shall be drafted and implemented to mitigate the significant impacts. Such a plan may include one or more of the following elements:
- A) vegetation removal and surface inspection;
 - B) ethnographic studies or Native American consultation, or both;
 - C) subsurface testing; and
 - D) if necessary, data recovery. **(MM 6-1)**
70. Given the potential for subsurface deposits, if undocumented resources are encountered during construction, all destructive work in the vicinity of the find shall cease until a qualified professional archaeologist can assess the significance of the find and, if appropriate, provide recommendations for treatment. Preferred measures for treatment may include no action, avoidance of the resource through relocation of facilities (e.g. "field-fit" of a trail alignment to avoid the resource), or subsurface testing, or relocation to another location not subject to disturbance. For any such discovery, a memorandum documenting the results of the evaluation shall be provided to the County by the archaeologist, and the County shall forward the memorandum to the California Department of Parks and Recreation and the State Historic Preservation Officer. **(MM 6-2)**
71. If human remains are uncovered during ground-disturbing activities, the construction contractor or the County, or both, shall immediately halt potentially damaging excavation in the area of the burial and notify the County coroner and a qualified professional archaeologist to determine the nature of the remains. The coroner shall examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands, in accordance with Section 7050(b) of the Health and Safety Code. If the coroner determines that the remains are those of a Native American, he or she shall contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). After the coroner's findings are presented, the County, the archaeologist, and the NAHC-designated Most Likely Descendant (MLD) shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. Upon the discovery of Native American remains, the County shall follow all other measures contained within Mitigation Measure 6-3. **(MM 6-3)**
72. At the request of the United Auburn Indian Community (UAIC) and Colfax Todds Valley Consolidated Tribe members, Mitigation Measure S6-4 has been included which requires notification of the tribes after grading has been conducted for trails and/or parking areas, but prior to the areas being opened to the public. The tribal members may choose to conduct site visits at that time. If tribal cultural resources are identified that have the potential to be adversely affected by the project, Placer County will work with the tribes to minimize those impacts. Examples of impact minimization could include:
- A) avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context
 - B) treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

- i. protecting the cultural character and integrity of the resource;
- ii. protecting the traditional use of the resource; or
- iii. protecting the confidentiality of the resource. **(MM S6-4)**

73. Reservation-based events (involving less than 200 people on-site at a given time) entering at the Garden Bar entrance would be regulated by the County Parks Division Special Event Permit Application (SEPA). The SEPA application would include, but not be limited to, applicable restrictions on:
- A) number of events – limited to six (6) times per year;
 - B) event start and end times so as to minimize impacts to traffic along Garden Bar Road and not to exceed peak usage capacity or coincide with scheduled use of the road by school buses;
 - C) regulate the days and/or times of reservation-based events to avoid peak days or times such as holiday weekends, as necessary;
 - D) regulation of number and types of vehicles so as not to exceed parking capacity of the unimproved event parking area at the Garden Bar 40 parking area in combination with daily use. **(MM S8-1)**
74. In order to reduce the risk of wildfires on the property, the subject site shall include the development of the following features:
- A) Construction of an emergency access bridge over Raccoon Creek capable of sustaining a 75,000 lb. emergency vehicle (existing at HFRP).
 - B) Construction of helicopter landing pads near each parking area and throughout the HFRP and the Trails Expansion Area, in consultation with Placer County Fire/CAL FIRE officials, for emergency evacuation or fire control purposes.
 - C) Construction of a hydrant system and emergency water storage system for fire protection at each improved parking area.
 - D) Fuels management practices shall be incorporated into the ongoing maintenance activities associated with HFRP and the Trails Expansion Area.
 - E) Campfires would only be allowed within designated campfire pit areas in the GBMA. Campfires would be regulated through the Placer County Parks Division reservation system, and only individuals with valid reservations would be allowed to operate campfires at the designated campfire pit areas. In addition to other state and local restrictions on burning and campfires, the Placer County Parks Division may, in its discretion or in consultation with local fire authorities, deny the use of campfires during times of elevated wildfire risk.
75. County shall purchase one Light Rescue Vehicle (LRV) for use by the Placer County Fire Department/CAL FIRE. In order to navigate further into to the trail system within the expansion areas and to provide a vehicle that can not only aid with emergency medical service requests, but also provide an initial response with potential wildfires, the County shall fund the purchase of one LRV. The LRV shall be purchased at the completion of the first phase of the Twilight Ride access improvements, and prior to opening of the parking area to the general public. **(MM S13-1)**
76. Construction and maintenance activities utilizing motorized equipment shall be curtailed during red-flag warning days and other high-risk periods characterized by low humidity and unusually windy conditions as determined by the Fire Department. **(MM S16-1a)**
77. Construction and maintenance activities requiring motorized equipment will maintain a source of water on-site to address a potential ignition event caused by construction and maintenance activities. **(MM S16-1b)**
78. All applicable Mitigation Measures in the Mitigation Monitoring and Reporting Program (Section 4 of the Hidden Falls Regional Park Trails Expansion Project Final Subsequent Environmental Impact

Report) referenced within these Conditions of Approval are hereby to be included in their entirety as Conditions of Approval for this project. Some Conditions of Approval from the original CUP may have been brought forward in their original wording, may have been updated with current language, or may have been deleted, as appropriate.

79. Any entrance structure proposed by the applicant shall be reviewed and approved by the County, shown on the project plans, and shall be located such that there is no interference with driver sight distance as determined by the County. Any entrance monument or structure erected within the front setback on any lot, within certain zone districts, shall not exceed 3-feet in height (Ref. Chapter 17, Article 17.54.030, Placer County Zoning Ordinance).
80. During project construction requiring staking in the County right-of-way, staking shall be provided pursuant to Section 5-1.07 of the County General Specifications.

DEVELOPMENT STANDARDS

81. Hours of operations for HFRP and the Trails Expansion Area shall be established by the Placer County Public Recreation Ordinance (Placer County Code Section 12.24). Gates to these areas shall remain closed at all other times. The Parks Division, in coordination with other County Department/Division staff shall review and approve requests for special events and use of the nature center/group camp area that do not conform to these hours unless a special events permit is required. **(MM 10-1)**
82. Low-level security lighting is proposed for the restrooms, bunkhouses, existing ranch house, nature education center, and parking areas. Lighting in these areas shall be directed downward to minimize excess glare and will utilize low wattage. No other lighting is included as part of the project.
83. Parking areas will be limited to the general locations and sizes depicted in the Hidden Falls Regional Park Trails Expansion Project Final SEIR, and as described further in Condition of Approval number 1. An overflow parking area within the facility development zone (in the existing HFRP) to serve the Nature Education Center/Group Camp area may be constructed provided it does not increase the amount of allowable traffic to enter the GBMA in any phase of development.
84. The County shall review and approve the specific design and details for the parking lot, trail system, bridges, fencing, etc. Site plans, landscape plans, any proposed lighting or signs and other similar site design features shall be subject to County review.
85. Directional signage may be displayed offsite at local intersections and at the park entrance.

EXERCISE OF PERMIT

86. The Project is approved as a phased Project. The County shall determine when any of the preceding conditions apply to a given phase of development where such timing is not specified in the condition.
87. The applicant shall have 36 months to exercise this Conditional Use Permit. This permit will be considered fully exercised upon commencement of construction improvements for any phase of construction. Unless exercised, this Conditional Use Permit shall expire in 36 months from date of approval.

Placer County General Plan Goals and Policies Discussion

As discussed in the “Issues” section of the staff report, prior to approval, the decision-making body must make the determination that the Trails Expansion Project is consistent with goals and policies listed within the Placer County General Plan (General Plan). A project need not be fully consistent with every individual goal and policy but must be found to be consistent with all of the principal policies and goals of the General Plan. The proposed “Reduced Project” would be consistent with the applicable policies and goals of the General Plan discussed below.

SECTION 1: LAND USE

Goal 1.G: To designate land for and promote the development and expansion of public and private recreational facilities to serve the needs of residents and visitors.

1.G.2. The County shall strive to have new recreation areas located and designed to encourage and accommodate non-automobile access.

Policy 1.H.1. The County shall maintain agriculturally-designated areas for agricultural uses and direct urban uses to designated urban growth areas and/or cities.

Consistent. The proposed Project would not change the zoning of the area, and Placer Land Trust (PLT) has stated in public meetings that they will continue providing cattle-grazing leases as a part of their land management practice. Placer County is committed to the continuation of agricultural uses, including grazing, on property owned by Placer County.

Policy 1.H.2. The County shall seek to ensure that new development and public works projects do not encourage expansion of urban uses into designated agricultural areas.

Consistent. The proposed Project is not an urban use. It is a 2,765-acre open space area which is proposed for natural-surface, multi-use trails for hiking, biking and horseback riding. Protection of the Project parcels through conservation easements and County ownership for passive recreation purposes ensures the parcels will not be developed for urban purposes in perpetuity.

Policy 1.H.4. The County shall allow the conversion of existing agricultural land to urban uses only within community plan or specific plan areas, within city spheres of influence, or where designated for urban development on the General Plan Land Use Diagram.

Consistent. The Project area will be preserved in perpetuity as an open-space area which would integrate cattle grazing and other agricultural uses with public recreational use of the area. There will be no conversion of the land into an urban use.

Goal 1.K: To protect the visual and scenic resources of Placer County as important quality-of-life amenities for County residents and a principal asset in the promotion of recreation and tourism.

Policy 1.K.1: The County shall require that new development in scenic areas (e.g., river canyons, lake watersheds, scenic highway corridors, ridgelines and steep slopes) is planned and designed in a manner which employs design, construction, and maintenance techniques that:

- a. Avoids locating structures along ridgelines and steep slopes;
- b. Incorporates design and screening measures to minimize the visibility of structures and graded areas;
- c. Maintains the character and visual quality of the area.

Consistent. The Project area will be preserved in perpetuity as an open-space area which would maintain the existing blue oak woodland character of the area. Proposed parking areas and associated

structures are located away from ridgelines and steep slopes. Proposed amenities include restrooms, picnic tables, benches, kiosks, overlooks, signage and bridges. All amenities would be constructed in a manner to blend in with the surrounding visual quality of the area. Trails located on slopes are constructed in such a manner as to meander through existing trees and natural features, minimizing tree removal so as to avoid the appearance of a linear swath of vegetation removal and to be mostly invisible from a distance after revegetation following initial construction.

Policy 1.K.5. The County shall require that new roads, parking, and utilities be designed to minimize visual impacts. Unless limited by geological or engineering constraints, utilities should be installed underground and roadways and parking areas should be designed to conform to the natural terrain.

Consistent. New access roads and proposed parking areas would be designed to minimize visual impacts and parking areas would be designed to conform to the natural terrain as much as possible. Due to the topography, existing natural vegetation and distance from roadways, parking areas would not be visible from public roadways. Parking areas have been designed to minimize visual impacts on neighboring properties.

Policy 1.K.6. The County shall require that new development on hillsides employ design, construction, and maintenance techniques that:

- a. Ensure that development near or on portions of hillsides do not cause or worsen natural hazards such as erosion, sedimentation, fire, or water quality concerns;
- b. Include erosion and sediment control measures including temporary vegetation sufficient to stabilize disturbed areas;
- c. Minimize risk to life and property from slope failure, landslides, and flooding; and,
- d. Maintain the character and visual quality of the hillside.
- c. Maintains the character and visual quality of the area.

Consistent. Mitigation Measures are included within the SEIR which require stormwater Best Management Practices (BMPs), the requirement to obtain a Regional Water Quality Control Board Permit, implement Post-Development BMPs, and obtain and implement seismic engineering design recommendations.

SECTION 3: TRANSPORTATION AND CIRCULATION

Goal 3.A: To provide for the long-range planning and development of the County's roadway system to ensure the safe and efficient movement of people and goods.

Policy 3.A.1. The County shall plan, design, and regulate roadways in accordance with the functional classification system described in Part I of this Policy Document and reflected in the Circulation Plan Diagram.

Consistent. Implementation of the proposed project would not interfere or change the functional classification of any roadways identified on the Circulation Plan Diagram.

Policy 3.A.7. The County shall develop and manage its roadway system to maintain the following minimum levels of service (LOS), or as otherwise specified in a community or specific plan).

- a. LOS "C" on rural roadways, except within one-half mile of state highways where the standard shall be LOS "D".
- b. LOS "C" on urban/suburban roadways except within one-half mile of state highways where the standard shall be LOS "D".
- c. An LOS no worse than specified in the Placer County Congestion Management Program (CMP) for the state highway system.

Temporary slippage in LOS C may be acceptable at specific locations until adequate funding has been collected for the construction of programmed improvements. The County may allow exceptions to the level of service standards where it finds that the improvements or other measures required to achieve the LOS

standards are unacceptable based on established criteria. In allowing any exception to the standards, the County shall consider the following factors:

- The number of hours per day that the intersection or roadway segment would operate at conditions worse than the standard.
- The ability of the required improvement to significantly reduce peak hour delay and improve traffic operations.
- The right-of-way needs and the physical impacts on surrounding properties.
- The visual aesthetics of the required improvement and its impact on community identity and character.
- Environmental impacts including air quality and noise impacts.
- Construction and right-of-way acquisition costs.
- The impacts on general safety.
- The impacts of the required construction phasing and traffic maintenance.
- The impacts on quality of life as perceived by residents.
- Consideration of other environmental, social, or economic factors on which the County may base findings to allow an exceedance of the standards. Exceptions to the standards will only be allowed after all feasible measures and options are explored, including alternative forms of transportation.

Consistent. The updated CEQA Guidelines eliminated the ability for a lead agency to use LOS as a measure of environmental impact in CEQA documents. However, LOS does remain an important metric for consideration as defined in County policies, and a discussion was included within the Draft SEIR to demonstrate compliance with Placer County's LOS policies.

The proposed project would not result in unacceptable LOS on County-maintained roadways. However, the project would impact two intersections on the State Highway System. Caltrans is currently pursuing the fully-funded SR 49 Safety Barrier Project which would construct roundabouts at the SR 49/Lone Star Road and SR 49 / Lorenson Road intersections. The Caltrans project will also construct a continuous raised concrete barrier between the two intersections, and access to intersections between the roundabouts, including Cramer Road, will be limited to right turns in and out only. This project would alleviate unacceptable LOS conditions at the SR 49/Cramer Road intersection that could result from the proposed project. However, the SR 49/Lone Star Road intersection would continue to operate unacceptably. Since the intersection is in the State Highway System, the County lacks the ability to control or modify the intersection in order to reduce the LOS level. Of note, the reduced project proposed by staff would reduce traffic at the two aforementioned intersections to a less than significant level.

Policy 3.A.9. The County shall strive to meet the level of service standards through a balanced transportation system that provides alternatives to the automobile.

Consistent. Please see response for Policy 3.A.7 regarding LOS standards. The proposed project is also subject to the traffic mitigation fee program and will contribute its fair share towards projects on County's Capital Improvement Program project list which includes various multimodal improvements.

Policy 3.A.11. The County shall require an analysis of the effects of traffic from all land development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project consistent with Policy 3.A.7. Such improvements may include a fair share of improvements that provide benefits to others.

Consistent. The SEIR performed an analysis of the effects of traffic from the Project, both by itself, and cumulatively. See the discussion above regarding transportation effects. The proposed project is also subject to the traffic mitigation fee program and will contribute its fair share towards projects on the County's Capital Improvement Program project list.

Policy 3.A.12. The County shall secure financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of service standards.

Consistent. The proposed project is subject to the traffic mitigation fee program and will contribute its fair share towards projects on the County's Capital Improvement Program project list.

Policy 3.A.13. The County shall assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system. Exceptions may be made when new development generates significant public benefits (e.g., low income housing, needed health facilities) and when alternative sources of funding can be identified to offset foregone revenues.

Consistent. The proposed project is subject to the traffic mitigation fee program and will contribute its fair share towards projects on the County's Capital Improvement Program project list.

Policy 3.A.14. Placer County shall participate with other jurisdictions and Caltrans in the planning and programming of improvements to the State Highway system, in accordance with state and federal transportation planning and programming procedures, so as to maintain acceptable levels of service for Placer County residents on all State Highways in the County. Placer County shall participate with Caltrans and others to maintain adopted level of service (LOS) standards as follows:

- a. For State Highways 49, 65, and 267 Placer County's participation shall be in proportion to traffic impacts from its locally-generated traffic.
- b. The funding of capacity-increasing projects on I-80 shall utilize state and federal sources intended for the improvement of the regional and interstate system such as Flexible Congestion Relief (FCR). Placer County and local development shall not be required to participate financially in the upgrading of I-80 to provide additional capacity for through traffic.
- c. Placer County assumes no responsibility for funding roadway improvements to the street system within other jurisdictions. Each local jurisdiction shall be responsible for improvements necessary to sustain adopted LOS standards within its jurisdiction limits. Placer County may negotiate participation agreements with other jurisdictions for transportation improvement projects that provide mutual benefit.

Consistent. Caltrans is currently pursuing the fully-funded SR 49 Safety Barrier Project which would construct roundabouts at the SR 49/Lone Star Road and SR 49/Lorenson Road intersections. The Caltrans project will also construct a continuous raised concrete barrier between the two intersections, and access to intersections between the roundabouts, including Cramer Road, will be limited to right turns in and out only. As noted above, under the full build-out scenario of the Trails Expansion Project, the Caltrans project would alleviate unacceptable LOS conditions at the SR 49/Cramer Road intersection that could result from the proposed project. However, the SR 49/Lone Star Road intersection would continue to operate unacceptably. Since the intersection is in the State Highway System, the County lacks the ability to control or modify the intersection in order to reduce the LOS level. Of note, the reduced project proposed by staff would reduce traffic at the two aforementioned intersections to a less than significant level.

Policy 3.C.4. During the development review process, the County shall require that proposed projects meet adopted Trip Reduction Ordinance (TRO) requirements.

Consistent. The proposed project would have fewer than 100 employees, so it would be subject to Level 1 of the Trip Reduction Ordinance. Level 1 requirements, as outlined in Placer County Code Section 10.20.060 includes posting information of alternative commute modes, commute matching service, and an annual survey.

Policy 3.D.4. The County shall promote non-motorized travel (bikeways, pedestrian, and equestrian) through appropriate facilities, programs, and information.

Consistent. The existing Hidden Falls Regional Park and Proposed Project implement this policy through the construction and operation of public non-motorized trails and supporting facilities.

Policy 3.D.5. The County shall continue to require developers to finance and install pedestrian walkways, equestrian trails, and multi-purpose paths in new development, as appropriate.

Consistent. The existing Hidden Falls Regional Park implemented this policy through use of development fees to construct new pedestrian walkways (ADA path), equestrian trails, and multi-purpose paths that serve new development. The proposed Project is anticipated to provide similar implementation.

Policy 3.D.7. The County shall, where appropriate, require new development to provide sheltered public transit stops, with turnouts.

Not Applicable. There are no regular bus routes that service this rural area; therefore there will be no requirements for public transit stops or turnouts.

Policy 3.D.8. The CDRA Engineering and Surveying Division and the Department of Public Works shall view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers and recognize cycling, pedestrian, and transit modes as integral elements of the transportation system.

Consistent. Mitigation Measures S8-2, S8-3, and S8-4 ensure review of project improvements by CDRA staff and Department of Public Works.

Policy 3.D.9. Consider Complete Streets infrastructure and design features in street design and construction to create safe and inviting environments for all users consistent with the land uses to be served.

Consistent. Roadway improvements included in the project will not interfere with future bike lanes or other Complete Streets infrastructure.

Policy 3.D.10. Consider the accessibility and accommodation of cycle and pedestrian traffic, where appropriate, on and across major thoroughfares.

Consistent. The 2018 Placer County Regional Bikeway Plan anticipates bicycle access to Hidden Falls Regional Park and the Expansion Areas and prescribes proposed bike routes and bike lanes from the proposed Project entry locations to nearby population centers.

Policy 3.D.11. The County shall work to achieve equality of convenience and choice among all modes of transportation – pedestrian, cycling, transit and motor vehicles, through a balanced and interconnected transportation system.

Consistent. The proposed project would not interfere or disrupt any existing transportation mode or planned future facilities.

Policy 3.D.12. Provide safe and comfortable routes for walking, cycling, and where feasible, public transportation, to encourage use of these modes of transportation, enable convenient and active travel as part of daily activities, reduce pollution, and meet the needs of all users of the roadway system.

Consistent. The 2018 Placer County Regional Bikeway Plan anticipates bicycle access to Hidden Falls Regional Park and the Expansion Areas and prescribes proposed bike routes and bike lanes from the proposed Project entry locations to nearby population centers. Due to the rural nature of the Project area and the roads leading to the proposed parking areas, public transportation is not feasible, and pedestrian traffic would be likely limited to local residents. The proposed project would not interfere or disrupt any existing transportation mode or planned future facilities.

SECTION 4: PUBLIC FACILITIES AND SERVICES

Goal 4.D: The County shall require wastewater conveyance and treatment facilities that are sufficient to serve the Placer County General Plan proposed density of residential, commercial, and public/institutional uses in a way which protects the public and environment from adverse water quality or health impacts.

Policy 4.D.11. The County shall permit on-site sewage treatment and disposal on parcels where all current regulations can be met and where parcels have the area, soils, and other characteristics that permit such disposal facilities without threatening surface or groundwater quality or posing any other health hazards.

Consistent. Suitable soils for engineered septic systems have been identified at the three new parking areas. Septic systems are regulated under the Local Agency Management Program, adopted by the Central Valley Regional Water Quality Control Board.

Goal 4.I: To protect residents of and visitors to Placer County from injury and loss of life and to protect property and watershed resources from fires.

Policy 4.I.1. The County shall encourage local fire protection agencies in Placer County to maintain the following minimum fire protection standards (expressed as Insurance Service Organization (ISO) ratings):

- a. ISO 4 in urban areas
- b. ISO 6 in suburban areas
- c. ISO 8 in rural areas

Consistent. The proposed Project does not modify the County's efforts to encourage maintenance of fire protection standards. Fire protection elements have been incorporated into the Project Description as well as a mitigation measure for the project.

Policy 4.I.2. The County shall encourage local fire protection agencies in the County to maintain the following standards (expressed as average response times to emergency calls):

- a. 4 minutes in urban areas
- b. 6 minutes in suburban areas
- c. 10 minutes in rural areas

Consistent. The proposed Project does not modify the County's efforts to encourage maintenance of these standards. The project would provide improved access for emergency vehicles to navigate remote areas of the County, emergency helicopter landing zones would be provided at each parking area, and a Light Rescue Vehicle would be purchased for Placer County Fire Department/CAL FIRE to assist with medical calls not only within HFRP and the Trail Expansion areas, but also within the greater North Auburn/Ophir areas served by the Placer County Fire Department/CAL FIRE. In addition, the two bridges planned as part of the expansion project will help response times by providing additional emergency access across Raccoon Creek. As a result, the project does not result in a significant increase in emergency response times. See Impact 13-4 and Mitigation Measure S13-1.

SECTION 5: RECREATION AND CULTURAL RESOURCES

Policy 5.A.13. The County shall ensure that recreational activity is distributed and managed according to an area's carrying capacity, with special emphasis on controlling adverse environmental impacts, conflict between uses, and trespass. At the same time, the regional importance of each area's recreation resources shall be recognized.

Consistent. The proposed Project manages user visitation numbers through a reservation system that limits environmental degradation from overuse and minimizes user conflict from overcrowding. The daily presence of staff and rangers provide oversight and deterrent of illicit activity.

Goal 5.C: To develop a system of interconnected hiking, riding, and bicycling trails and paths suitable for active recreation and transportation and circulation.

Policy 5.C.1. The County shall support development of a countywide trail system designed to achieve the following objectives:

- b. Link residential areas, schools, community buildings, parks, and other community facilities within residential developments. Whenever possible, trails should connect to the countywide trail system, regional trails, and the trail or bikeways plans of cities;
- d. Provide for multiple uses (i.e., pedestrian, equestrian, bicycle);
- h. Protect sensitive open space and natural resources.

Consistent. This Project implements elements of this policy through provision of multiple use regional trails on parcels that are designated for the permanent protection of open space and natural resources from future development. The 2018 Placer County Regional Bikeway Plan compliments this Project through the planning of bikeway linkages to other area nodes and regional trails.

Policy 5.D.5. The County shall use, where feasible, incentive programs to assist private property owners in preserving and enhancing cultural resources.

Consistent. The Project parcels were acquired and/or preserved through the willing seller / willing buyer Placer Legacy Open Space and Agricultural Conservation Program. County and PLT staff work with tribal representatives to prescribe methods of protection and interpretation of cultural resources.

Policy 5.D.6. The County shall require that discretionary development projects identify and protect from damage, destruction, and abuse, important historical, archaeological, paleontological, and cultural sites and their contributing environment. Such assessments shall be incorporated into a Countywide cultural resource data base, to be maintained by the Division of Museums.

Consistent. Mitigation Measures 6-1, 6-2, 6-3, and S6-4 ensure protection of historical, archaeological, paleontological, and cultural sites and the proper consultations and reporting of any significant discoveries.

Policy 5.D.7. The County shall require that discretionary development projects are designed to avoid potential impacts to significant paleontological or cultural resources whenever possible. Unavoidable impacts, whenever possible, shall be reduced to a less than significant level and/or shall be mitigated by extracting maximum recoverable data. Determinations of impacts, significance, and mitigation shall be made by qualified archaeological (in consultation with recognized local Native American groups), historical, or paleontological consultants, depending on the type of resource in question.

Consistent. Mitigation Measures 6-1, 6-2, 6-3, and S6-4 ensure protection of historical, archaeological, paleontological, and cultural sites and the proper consultations and reporting of any significant discoveries.

SECTION 6: NATURAL RESOURCES

Goal 6.A: To protect and enhance the natural qualities of Placer County's rivers, streams, creeks and groundwater.

Policy 6.A.1. The County shall require the provision of sensitive habitat buffers which shall, at a minimum, be measured as follows: 100 feet from the centerline of perennial streams, 50 feet from centerline of intermittent streams, and 50 feet from the edge of sensitive habitats to be protected, including riparian zones, wetlands, old growth woodlands, and the habitat of special status, threatened or endangered species (see discussion of sensitive habitat buffers in Part I of this Policy Document). Based on more detailed information supplied as a part of the review for a specific project or input from state or federal regulatory agency, the County may determine that such setbacks are not applicable in a particular instance or should be modified based on the new information provided. The County may, however, allow exceptions, such as in the following cases: 1. Reasonable use of the property would otherwise be denied; 2. The location is necessary to avoid or mitigate hazards to the public; 3. The location is necessary for the repair of roads, bridges, trails, or similar infrastructure; or, 4. The location is necessary for the construction of new roads, bridges, trails, or similar

infrastructure where the County determines there is no feasible alternative and the project has minimized environmental impacts through project design and infrastructure placement.

Consistent. The Project mitigations and use permit ensure that any work performed within stream zone setbacks is authorized by the California Department of Fish and Wildlife, Central Valley Regional Water Quality Control Board, and/or U.S. Army Corps of Engineers as applicable to ensure protection and/or mitigation of stream zone impacts.

Policy 6.A.3. The County shall require development projects proposing to encroach into a stream zone or stream setback to do one or more of the following, in descending order of desirability: a. Avoid the disturbance of riparian vegetation; b. Replace all functions of the existing riparian vegetation (on-site, in-kind); c. Restore another section of stream (in-kind); and/or d. Pay a mitigation fee for in-kind restoration elsewhere (e.g., mitigation banks).

Consistent. The Project mitigations and use permit ensure that any work performed within stream zone setbacks is authorized by the California Department of Fish and Wildlife, Central Valley Regional Water Quality Control Board, and/or U.S. Army Corps of Engineers as applicable to ensure protection and/or mitigation of stream zone impacts.

Policy 6.A.4. Where stream protection is required or proposed, the County should require public and private development to:

- e. Use design, construction, and maintenance techniques that ensure development near a creek will not cause or worsen natural hazards (such as erosion, sedimentation, flooding, or water pollution) and will include erosion and sediment control practices such as: 1) turbidity screens and other management practices, which shall be used as necessary to minimize siltation, sedimentation, and erosion, and shall be left in place until disturbed areas; and/or are stabilized with permanent vegetation that will prevent the transport of sediment off site; and 2) temporary vegetation sufficient to stabilize disturbed areas.

Consistent. Mitigation Measure S5-1 ensures that the Project minimize stormwater runoff pollutants by obtaining authorization for construction and operation activities with the Central Valley Regional Water Quality Control Board. Stormwater BMP's will be incorporated into all Project improvement plans.

Policy 6.A.5. The County shall continue to require the use of feasible and practical best management practices (BMPs) to protect streams from the adverse effects of construction activities and urban runoff and to encourage the use of BMPs for agricultural activities.

Consistent. Mitigation Measure S5-1 ensures that the Project minimize stormwater runoff pollutants by obtaining authorization for construction and operation activities with the Central Valley Regional Water Quality Control Board. Stormwater BMP's will be incorporated into all Project improvement plans.

Policy 6.A.7. All new development and redevelopment projects shall be designed so as to minimize the introduction of pollutants into stormwater runoff, to the maximum extent practicable, as well as minimize the amount of runoff through the incorporation of appropriate Best Management Practices.

Consistent. Mitigation Measure S5-1 ensures that the Project minimize stormwater runoff pollutants by obtaining authorization for construction and operation activities with the Central Valley Regional Water Quality Control Board.

Policy 6.A.13. The County shall protect groundwater resources from contamination and further overdraft by pursuing the following efforts:

- a. Identifying and controlling sources of potential contamination;
- b. Protecting important groundwater recharge areas;

- c. Encouraging the use of surface water to supply major municipal and industrial consumptive demands;
- d. Encouraging the use of treated wastewater for groundwater recharge; and
- e. Supporting major consumptive use of groundwater aquifer(s) in the western part of the County only where it can be demonstrated that this use does not exceed safe yield and is appropriately balanced with surface water supply to the same area.

Consistent. The Project will use existing rights to surface canal water for use in irrigation and fire suppression storage where available. The use of groundwater wells for public consumption will be regulated through Non-community Water System Permits.

Goal 6.B: To protect wetland communities and related riparian areas throughout Placer County as valuable resources.

Policy 6.B.1. The County shall support the "no net loss" policy for wetland areas regulated by the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the California Department of Fish and Wildlife. Coordination with these agencies at all levels of project review shall continue to ensure that appropriate mitigation measures and the concerns of these agencies are adequately addressed.

Consistent. The Project would require approvals issued by the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and CDFW. Implementation of Mitigation Measure S12-2, which describes payment of fees and incorporation of avoidance and minimization measures consistent with the PCCP would ensure that all water of the U.S. and wetlands are replace, restored, or enhanced on a no-net loss basis.

Goal 6.C: To protect, restore, and enhance habitats that support fish and wildlife species so as to maintain populations at viable levels.

Policy 6.C.1. The County shall identify and protect significant ecological resource areas and other unique wildlife habitats critical to protecting and sustaining wildlife populations. Significant ecological resource areas include the following: a. Wetland areas including vernal pools. b. Stream zones. c. Any habitat for special status, threatened, or endangered animals or plants. d. Critical deer winter ranges (winter and summer), migratory routes and fawning habitat. e. Large areas of non-fragmented natural habitat, including blue oak woodlands, valley foothill and montane riparian, valley oak woodlands, annual grasslands, and vernal pool/grassland complexes. f. Identifiable wildlife movement zones, including but not limited to, non-fragmented stream environment zones, avian and mammalian migratory routes, and known concentration areas of waterfowl within the Pacific Flyway. g. Important spawning and rearing areas for anadromous fish.

Consistent. Mitigation Measures S12-1 (Implement measures to protect aquatic habitats and the native fish communities), MM S12-2 (Replace, restore, or enhance affected jurisdictional water of the United States and waters of the State), and MM S12-7 (Protect oak woodland habitat) are included to protect the significant ecological resources and wildlife habitats within the Project area.

Policy 6.C.6. The County shall support preservation of the habitats of threatened, endangered, and/or other special status species. Where County acquisition and maintenance is not practicable or feasible, federal and state agencies, as well as other resource conservation organizations, shall be encouraged to acquire and manage endangered species' habitats.

Consistent. The majority of the Project properties are held in Conservation Easements, which protect the open space areas in perpetuity, which will in turn protect habitats within the Project area.

Policy 6.C.7. The County shall support the maintenance of suitable habitats for all indigenous species of wildlife, without preference to game or non-game species, through maintenance of habitat diversity.

Consistent. The majority of the Project properties are held in Conservation Easements, which protect the open space areas in perpetuity, which will in turn protect habitats within the Project area.

Goal 6.D: To preserve and protect the valuable vegetation resources of Placer County.

Policy 6.D.3. The County shall support the preservation of outstanding areas of natural vegetation, including, but not limited to, oak woodlands, riparian areas, and vernal pools.

Consistent. The majority of the Project properties are held in Conservation Easements, which protect the open space areas in perpetuity, which will in turn protect habitats within the Project area.

Policy 6.D.4. The County shall ensure that landmark trees and major groves of native trees are preserved and protected. In order to maintain these areas in perpetuity, protected areas shall also include younger vegetation with suitable space for growth and reproduction.

Consistent. The majority of the Project properties are held in Conservation Easements, which protect the open space areas in perpetuity, which will in turn protect the oak woodland habitats within the Project area.

Policy 6.D.6. The County shall ensure the conservation of sufficiently large, continuous expanses of native vegetation to provide suitable habitat for maintaining abundant and diverse wildlife.

Consistent. The majority of the Project properties are held in Conservation Easements, which protect the open space areas in perpetuity, which will in turn protect the oak woodland habitats within the Project area. The 2,765 acres of open space provided with this project will provide native, oak woodland habitat for the wildlife found in the area.

Policy 6.D.7. The County shall support the management of wetland and riparian plant communities for passive recreation, groundwater recharge, nutrient catchment, and wildlife habitats. Such communities shall be restored or expanded, where possible.

Consistent. The Project properties would include approximately 30 miles of new and existing multi-use, natural surface trails for passive recreation. The preserved acreage would provide for wildlife habitats and groundwater recharge. BMP's at parking areas would provide for erosion and sedimentation control.

Policy 6.D.9. The County shall require that development on hillsides be limited to maintain valuable natural vegetation, especially forests and open grasslands, and to control erosion.

Consistent. Mitigation Measure S5-1 requires temporary construction BMPs and post-development BMPs to ensure that pollutants contained in project-related storm water discharges are reduced to the maximum extent practicable. Natural surface trails would be designed to minimize impacts to existing vegetation.

Goal 6.E: To preserve and enhance open space lands to maintain the natural resources of the County.

Policy 6.E.1. The County shall support the preservation and enhancement of natural land forms, natural vegetation, and natural resources as open space to the maximum extent feasible. The County shall permanently protect, as open space, areas of natural resource value, including wetlands, riparian corridors, unfragmented woodlands, and floodplains.

Consistent. The majority of land within the 2,765 acres of Project area is protected by Conservation Easements, which will preserve these lands in perpetuity.

Policy 6.E.3. The County shall support the maintenance of open space and natural areas that are interconnected and of sufficient size to protect biodiversity sustain viable populations, accommodate wildlife movement, and sustain ecosystems.

Consistent: The County and the Placer Land Trust will provide maintenance for the 2,765 acres of open space included within this Project, which spans from Raccoon Creek to the Bear River.

Goal 6.F: To protect and improve air quality in Placer County

Policy 6.F.6. The County shall require project-level environmental review to include identification of potential air quality impacts and designation of design and other appropriate mitigation measures or offset fees to reduce impacts. The County shall dedicate staff to work with project proponents and other agencies in identifying, ensuring the implementation of, and monitoring the success of mitigation measures.

Consistent. Potential air quality impacts analyzed within the SEIR were found to be less-than-significant.

Policy 6.F.7. The County shall encourage development to be located and designed to minimize direct and indirect air pollutants.

Consistent. The Project is a large, open space park. A parking reservation system which limits the amount of visitors on high use days such as weekends and holidays would be implemented to reduce traffic impacts.

Policy 6.F.8. The County shall submit development proposals to the PCAPCD for review and comment in compliance with CEQA prior to consideration by the appropriate decision-making body.

Consistent. The Draft SEIR was provided to the PCAPCD for review and commenting. The PCAPCD provided a comment letter, which was responded to in the Final SEIR.

Policy 6.F.9. In reviewing project applications, the County shall consider alternatives or amendments that reduce emissions of air pollutants.

Consistent. The Project analyzed three Alternatives within the SEIR, all of which consider some form of reduction in traffic that would reduce emissions of air pollutants.

Policy 6.G.3. The County shall encourage the use of alternative modes of transportation by incorporating public transit, bicycle, and pedestrian modes in County transportation planning and by requiring new development to provide adequate pedestrian and bikeway facilities.

Consistent. The 2018 Placer County Regional Bikeway Plan compliments this Project through the planning of bikeway linkages to other area nodes and regional trails.

SECTION 7: AGRICULTURAL AND FORESTRY RESOURCES

Goal 7.A: To provide for the long-term conservation and use of agriculturally-designated lands.

Policy 7.A.1. The County shall protect agriculturally-designated areas from conversion to nonagricultural uses.

Consistent. This Project ensures the ability of Project parcels to remain in agricultural use in perpetuity with conservation easements to protect from future development.

Policy 7.A.3. The County shall encourage continued and, where possible, increased agricultural activities on lands suited to agricultural uses.

Consistent. Placer County and Placer Land Trust are committed to continued agricultural use within the Project parcels.

Goal 7.B: To minimize existing and future conflicts between agricultural and non-agricultural uses in agriculturally-designated areas.

Consistent. The existing Hidden Falls Regional Park has combined trail use with grazing since its opening in 2013. The County will continue to manage the combined uses including the issuance of grazing leases

that anticipate recreational uses and allow bidding with the knowledge of mixed uses. Agricultural interpretation and demonstration may be used to educate visitors on minimizing conflict. The Placer County Public Recreation Ordinance may be used to institute rules and regulations to protect agricultural activities.

Policy 7.B.1. The County shall identify and maintain clear boundaries between urban/suburban and agricultural areas and require land use buffers between such uses where feasible, except as may be determined to be unnecessary or inappropriate within a Specific Plan as part of the Specific Plan approval. These buffers shall occur on the parcel for which the development permit is sought and shall favor protection of the maximum amount of farmland.

Consistent. This Project would maintain the existing Farm zoning of the area. The proposed use is not an urban use and is an allowed use within Farm zoning.

Goal 7.C: To protect and enhance the economic viability Placer County's agricultural operations.

Goal 7.D: To maximize the productivity of Placer County's agriculture uses by ensuring adequate supplies of water.

Policy 7.D.1. The County shall support efforts to deliver adequate surface water to agricultural areas with deficient water supplies.

Consistent. The Project will use existing rights to surface canal water for use in irrigation and fire suppression storage where available.

Policy 7.D.5. The County will work with local irrigation districts to preserve local water rights to ensure that water saved through conservation may be stored and used locally, rather than appropriated and used outside of Placer County.

Consistent. The Project will use existing rights to surface canal water for use in irrigation and fire suppression storage where available.

Goal 7.E: To conserve Placer County's forest resources, enhance the quality and diversity of forest ecosystems, reduce conflicts between forestry and other uses, and encourage a sustained yield of forest products.

Policy 7.E.1. The County shall encourage the sustained productive use of forest land as a means of providing open space and conserving other natural resources.

Consistent. None of the land within the Project area has been designated with Timberland Production Zone (TPZ) zoning. The majority of the 2,765 acres of Project land is protected under Conservation Easements and will preserve open space and other natural resources in perpetuity. Cattle grazing will continue within the majority of the Project area.

Policy 7.E.2. The County shall discourage development that conflicts with timberland management.

Consistent. None of the land within the Project area has been designated with Timberland Production Zone (TPZ) zoning.

SECTION 8: HEALTH AND SAFETY

Goal 8.A: To minimize the loss of life, injury, and property damage due to seismic and geological hazards.

Policy 8.A.1. The County shall require the preparation of a soils engineering and geologic-seismic analysis prior to permitting development in areas prone to geological or seismic hazards (i.e., ground shaking, landslides, liquefaction, critically expansive soils, avalanche).

Consistent. The SEIR and Conditional Use Permit Modification incorporate Mitigation Measure S5-2, which requires a geotechnical report be completed by a qualified, licensed geotechnical engineer for the entire project. Recommendations of the geotechnical report will be incorporated into improvement plans for each phase of the Project.

Policy 8.A.4. The County shall ensure that areas of slope instability are adequately investigated and that any development in these areas incorporates appropriate design provisions to prevent landsliding.

Consistent. The SEIR and Conditional Use Permit Modification include Mitigation Measure S5-2, which requires a geotechnical report be completed by a qualified, licensed geotechnical engineer for the entire project. Recommendations of the geotechnical report will be incorporated into improvement plans for each phase of the Project.

Policy 8.A.5. In landslide hazard areas, the County shall prohibit avoidable alteration of land in a manner that could increase the hazard, including concentration of water through drainage, irrigation, or septic systems; removal of vegetative cover; and steepening of slopes and undercutting the bases of slopes.

Consistent. The Project area does not contain areas of shallow slope instability and/or small landslide areas. However, the SEIR and Conditional Use Permit Modification include Mitigation Measure S5-2, which requires a geotechnical report be completed by a qualified, licensed geotechnical engineer for the entire project. Recommendations of the geotechnical report will be incorporated into improvement plans for each phase of the Project.

Policy 8.A.11. The County shall limit development in areas of steep or unstable slopes to minimize hazards caused by landslides or liquefaction.

Consistent. Development of parking areas and associated structures are not proposed for steep or unstable areas. Existing dirt maintenance roads on steep or unstable slopes may be relocated or stabilized as part of this Project. Trails are constructed to longitudinal grades generally not exceeding 8% and incorporate rolling grade dips and other drainage features to ensure water is directed away from the trail tread before rutting and erosion can occur.

Goal 8.B: To minimize the risk of loss of life, injury, damage to property, and economic and social dislocations resulting from flood hazards.

Policy 8.B.1. The County shall promote flood control measures that maintain natural conditions within the 100-year floodplain of rivers and streams.

Consistent. The Project requires permitting by the Central Valley Flood Protection Board for any structures or modifications within the floodplain.

Policy 8.B.4. The County shall require that the design and location of dams and levees be in accordance with all applicable design standards and specifications and accepted state-of-the-art design and construction practices.

Not Applicable. No dams or levies are proposed to be constructed or retrofitted as part of this Project.

Goal 8.C: To minimize the risk of loss of life, injury, and damage to property and watershed resources resulting from unwanted fires.

Policy 8.C.1. The County shall ensure that development in high-fire-hazard areas is designed and constructed in a manner that minimizes the risk from fire hazards and meets all applicable state and County fire standards.

Consistent. The proposed Project would comply with all laws, plans, policies and regulations related to fire safety and wildfire suppression. In addition, the Project components listed on page 16-17 of the Draft SEIR were included within the Project Description in order to address CAL FIRE/Placer County Fire Department requirements and needs. Lastly, Mitigation Measure S13-1 requires the County to purchase one Light Rescue Vehicle (LRV) to provide access further into the trail system.

Policy 8.C.2. The County shall require that discretionary permits for new development in fire hazard areas be conditioned to include requirements for fire-resistant vegetation, cleared fire breaks, or a long-term comprehensive fuel management program. Fire hazard reduction measures shall be incorporated into the design of development projects in fire hazard areas.

Consistent. The Project would include minimal new landscaping around new parking areas. Both the County and the PLT have existing vegetation management programs which would be employed within the Project area. The expansion area already contains 120 acres of shaded fuel breaks. Cattle grazing is and would continue to be incorporated into the fuels management program. Multi-use trails would be maintained to provide 15 vertical feet of vegetation clearing.

Policy 8.C.3. The County shall require that new development meets state, County, and local fire district standards for fire protection.

Consistent. The proposed Project would comply with all laws, plans, policies and regulations related to fire safety and wildfire suppression. In addition, the Project components listed on page 16-17 of the Draft SEIR were included within the Project Description in order to address CAL FIRE/Placer County Fire Department requirements and needs.

Goal 8.E: To ensure the maintenance of an Emergency Management Program to effectively prepare for, respond to, recover from, and mitigate the effects of natural or technological disasters.

Policy 8.G.13. The County shall work with local fire protection and other agencies to ensure an adequate Countywide response capability to hazardous materials emergencies.

Consistent. The SEIR and Use Permit for this Project were prepared in consultation with Placer County Fire Department/CAL FIRE personnel. Project implementation include a vegetation management plan, shaded fuel breaks, helicopter landing zones, water storage and hydrants, emergency egress plan, and provision of a Light Rescue Vehicle.

SECTION 9: NOISE

Goal 9.A: To protect County residents from the harmful and annoying effects of exposure to excessive noise.

Policy 9.A.2. Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table 9-1 as measured immediately within the property line of lands designated for noise-sensitive uses: provided, however, the noise created by occasional events occurring within a stadium on land zoned for university purposes may temporarily exceed these standards as provided in an approved Specific Plan.

Consistent. During normal operation, and with the implementation of Mitigation Measures, the Project noise levels do not exceed the standards set forth in Table 9-1. Placer County limits construction noise during evenings, early mornings, and weekends. Additionally, Mitigation Measures 10-1, which restrict general public access to HFRP and Trails Expansion Areas to 6 a.m. to 30 minutes after sunset, and Mitigation Measure S10-2, which requires the use of hard surfacing for parking area access roads reduce transportation-related noise levels to less than significant.

Policy 9.A.9. Noise created by new transportation noise sources, including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table 9-3 or the performance standards in Table 9-3 at outdoor activity areas or interior spaces of existing noise sensitive land uses.

Consistent. During normal operation, and with the implementation of Mitigation Measures, the Project noise levels do not exceed the standards set forth in Table 9-1. Placer County limits construction noise during evenings, early mornings, and weekends. Additionally, Mitigation Measures 10-1, which restrict general public access to HFRP and Trails Expansion Areas to 6 a.m. to 30 minutes after sunset, and Mitigation Measure S10-2, which requires the use of hard surfacing for parking area access roads reduce transportation-related noise levels to less than significant.

Policy 9.A.11. The County shall require one or more of the following mitigation measures where existing noise levels significantly impact existing noise-sensitive land uses, or where the cumulative increase in noise levels resulting from new development significantly impacts noise-sensitive land uses: a. Rerouting traffic onto streets that have available traffic capacity and that do not adjoin noise-sensitive land uses; b. Lowering speed limits, if feasible and practical; c. Programs to pay for noise mitigation such as low cost loans to owners of noise-impacted property or establishment of developer fees; d. Acoustical treatment of buildings; or, e. Construction of noise barriers.

Consistent. During normal operation, and with the implementation of Mitigation Measures, the Project noise levels do not exceed the standards set forth in Table 9-1. Placer County limits construction noise during evenings, early mornings, and weekends. Additionally, Mitigation Measures 10-1, which restrict general public access to HFRP and Trails Expansion Areas to 6 a.m. to 30 minutes after sunset, and Mitigation Measure S10-2, which requires the use of hard surfacing for parking area access roads reduce transportation-related noise levels to less than significant.

Hidden Falls Regional Park Trails Expansion FSEIR

Correspondence

Comments Received
Since 9/24/20 PC Hearing - first 164 pages

Planning Commission
October 22, 2020

Sue Colbert

From: Heidi Alechko <heidi.alechko@yahoo.com>
Sent: Tuesday, October 13, 2020 12:17 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Reduced Plan

My family are active hikers and horseback riders of the Hidden Falls trails. We support the Hidden Falls Expansion Reduced Plan and encourage your approval. 99% of the 500,000 residents of Placer County will appreciate the open space and additional trails for our future. The reduced plan more than addresses the neighbors needs.

Thank you,

Heidi Alechko

[Sent from Yahoo Mail on Android](#)

Sue Colbert

From: baaayes@surewest.net
Sent: Tuesday, October 13, 2020 1:26 PM
To: Sue Colbert
Subject: [EXTERNAL] I support expansion

I support Hidden Falls Expansion, Reduced Plan and encourage your approval. I use and enjoy this area on foot and on horseback. It is a valuable community asset.

Thanks for your attention to this email.

Sincerely,

Anne S. Anderson

Citrus Hts., CA

Sue Colbert

From: Richard Andrus <andrusrich@gmail.com>
Sent: Tuesday, October 13, 2020 3:43 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan

Hello,

I'm writing in support of the HF expansion plan. We badly need more open space for hiking and riding horses. This would be a great assets to Placer and surrounding counties and it would increase the well being of everyone.

Thank you,

Rich Andrus

Sue Colbert

From: Gregg Bates <dccgregg@gmail.com>
Sent: Thursday, October 15, 2020 9:50 AM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan Comment

TO: Placer County Planning Commission
Attention Sue Colbert, Planning Commission Clerk
RE: Hidden Falls Expansion Plan

Hello!

I am a resident of Placer County, and I encourage your approval of the Hidden Falls Expansion Reduced Plan.

My family and I use the Hidden Falls trails. We appreciate the open space and additional trails for our future. The reduced plan more than addresses the neighbors' concerns.

Thank you,
Gregg Bates
4121 Grice Ct.
Roseville, CA 95747

Sue Colbert

From: Leslie Bisharat <lbisharat@techline-sac.com>
Sent: Monday, October 12, 2020 6:52 PM
To: Sue Colbert
Subject: [EXTERNAL] HIDDEN FALLS EXPANSION

County Planning Commission
Attention Sue Colbert, Planning Commission Clerk

Like so many residents of and visitors to Placer County, I cherish what our citizens and government agencies (especially the dedicated men and women in Park Planning) have created at Hidden Falls. I was there for the dedication, I've hiked and ridden every trail, I've pushed my mother's wheelchair and my grandson's strollers and I never tire of the park. But, I admit that now I no longer visit that special place because the parking is difficult and the trails are crowded. I urge you to approve the expansion and reduced plan for improving access and adding trails--- so that not only we, but future generations, can explore, enjoy and learn about our natural world.

Thank you,

Leslie Lockhart Bisharat
7870 Eagle View Lane
Granite Bay, CA 95746



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

Sue Colbert

From: Sharon Blume <grindingrock@me.com>
Sent: Tuesday, October 13, 2020 11:48 AM
To: Sue Colbert
Subject: [EXTERNAL] County Planning Commission Attention Sue Colbert - Hidden Falls Expansion

I support the expansion of the Hidden Falls Trails & support the reduced plan & encourage your approval.

Thank you very much.

Sincerely,

Sharon Blume

-----Original Message-----

From: Wally Gaffney <wgaffney37@gmail.com>

Sent: Saturday, October 3, 2020 7:09 AM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>

Subject: [EXTERNAL] Hidden Falls Expansion

As a resident on Bell Rd. I vehemently oppose this project We have bigger priorities than creating more trails I believe funds to expansion are being misappropriated while we have other greater needs such as increased fire protection and public safety !

Not to mention rural roads can not handle increased traffic from non-locals

Wally Gaffney

4961 Bell Rd.

SEP 30 2020

September 2020

SUP COB Corr CoCo
AIDE CEO Other

Hello Supervisor Gore,

We recently had an editorial run in the Gold Country Media papers. We hope you saw it: **Fire risk too great in North Auburn for Hidden Falls Expansion.** The online paper had our photo... and just in case you didn't see it, we wanted to introduce you to our family: Lizzy, Faith and Mason.

We have included our Editorial, plus the comment letter we wrote for the Draft of the HF SEIR.

We are very outdoorsy people and enjoy hiking, camping, and fishing, so we get that so many are interested in trails. But we feel like we already have a lot of beautiful trails and areas to choose from.

Our neighborhood already has all it needs. We've got a few wineries, a golf course, cattle here and there and great people. It's perfect.

We believe the road and fire issues are just too great for our community. The benefits don't outweigh the risks.

Our rural ag community has old timers, but also many young families like us. Please do your part to keep us all safe.

Thank you for taking the time to read our letters.

Sincerely,

Joel and Erica Houston



Fire risk too great in North Auburn for Hidden Falls Expansion

Devastating images of the current California wildfires make it all too clear that our foothills could suffer the same catastrophic fires.

We live in North Auburn. We have cleared our property and hardened our home. CAL FIRE regularly inspects properties in our area and they continually remind us that we are in a high-risk area and to remain diligent in our fire prevention efforts. Just to the west of us is the property comprising the proposed Hidden Falls Trails Expansion. We feel that all our efforts to protect our property and family will be sabotaged, if this expansion moves forward.

We may not be able to control freak lightning storms, but we can make wise land use decisions. With CAL FIRE data showing that 95% of fires are human caused, we can control whether to invite thousands of hikers, cyclists and equestrians out to the highly combustible WILDLAND URBAN INTERFACE of North Auburn and Lincoln. In the current era of catastrophic mega-fires, the residents of our community find the proposed HF trail expansion to be reckless and irresponsible.

It isn't just the residents that are concerned about wildfire risk in our area.

- In January 2019 Governor Newsom started his term by responding to the statewide wildfire crisis, issuing two executive orders that were aimed at tackling the extreme wildfire threat in California. In his *Community Wildfire Prevention and Mitigation Report*, 200 of California's most wildfire-vulnerable communities were identified and we're one of them. In a recent press release he reiterated the great threat of firestorms that California faces and how critical it is that all communities do their part to minimize risk.
- CAL FIRE has designated our area as a WILDLAND URBAN INTERFACE which is where there is the greatest potential for loss of lives and structures. CAL FIRE has stated that we are in a new day of unprecedented catastrophic fires in California, something never seen until recent years. They have indicated that fire season is significantly longer and it has pushed staff and resources to the limit.
- PG&E has also determined that we are a high-risk area. They were aggressive in our area with implementing numerous Public Safety Power Shut-offs last October and November, knowing that drastic measures were necessary to prevent a catastrophic wildfire. They've also done extensive vegetation and tree removal in 2020.
- Insurance Company models for wildfire risk have led to a high number of cancellations in the 95602 and 95648 zip codes.

It is the primary responsibility of our Supervisors to protect the citizens of Placer County. In light of all the new evidence regarding the increased risk of wildfires in our area, we urge the supervisors to abide by their first responsibility and vote against expanding Hidden Falls.

Joel and Erica Houston

North Auburn

To: The Community Development Resource Agency, Environment Coordination Services
Placer County Board of Supervisors
Placer County Planning Commission

From: Joel Houston

Date: May 20, 2020

Re: HFRP Expansion DSEIR

I am a 37-year resident of Cramer Road in North Auburn. I was born and raised here and have been very fortunate to have been able to build a home on my parents' property, for my wife and three children, who are all under seven.

My biggest concern with the Hidden Falls Expansion Project is the issue of road safety and the personal safety of my family, including my parents who are in their 70's.

Cramer Road and Hwy 49 are extremely dangerous right now!

The DSEIR doesn't come close to addressing the traffic issues on Cramer Road. It fails to state that:

- It lacks a center line because it is so narrow
- There is no shoulder
- There are blind curves that aren't even mentioned in the DSEIR, though they are identified in the Traffic Study in the Appendices. (as are blind curves on Bell and Lone Star)
- There are near collisions on these blind curves all the time, because without a center line motorists drift into the center of the road. (local personal knowledge)
- With anything larger than a car (propane trucks, trucks with horse trailers, garbage trucks, RVs, etc.) you better be prepared to slam on your breaks and let them navigate the turn, because they are way over into your lane. (local personal knowledge)
- With the hills and downhill grades, motorists quickly get going too fast.
- Why doesn't the DSEIR mention any of this?
- These blind curves on Cramer, Bell and Lone Star and the traffic safety implications must be disclosed and addressed in the Final SEIR

Hwy 49 is a death trap!

- Why doesn't the DSEIR mention all the fatalities on the stretch of Hwy 49 between Lone Star Road and Dry Creek? This must be included in the Final SEIR.
- It is challenging even making a right hand turn on to Hwy 49 from Cramer. Why, because the cars are speeding and changing lanes and traffic is heavy.
- My wife has to take a left off of Cramer to take our kids to Forest Lake Christian School. It is the scariest thing she does all day.
- The Winery and Brewery Ordinance EIR disclosed this intersection as a significant impact. Why didn't the HFRP DSEIR disclose it as a significant impact?
- Making a left turn from Hwy 49 onto Cramer is also extremely dangerous due to excessive speed and the volume of traffic.

- My wife rarely takes Hwy 49 into Auburn because she feels it's too big of a risk. Between the speeding, arrogance of commuters who evidently want to get where they're going as fast as they can, being tailgated when you are going the speed limit, and motorists swerving in and out of traffic, it's just plain scary. It's certainly not safe for her and the kids.
- Where in the DSEIR does it evaluate how dangerous Hwy 49 is from Bell to Lone Star is? Where are the collision and fatality stats for Hwy 49? This must be disclosed in the Final SEIR.
- Getting on to Hwy 49 from Cramer or Lone Star in the event of an evacuation would be a nightmare.
- Please don't give me the pat answer that is in the DSEIR that states that Caltrans has improvement plans for Hwy 49. This HFRP project should not be able to be approved by making an assumption of what Caltrans may or may not do. It could be years before Caltrans completes their studies, analysis, community outreach, secures funding and moves forward with any construction.

Bell Road is not without its hazards too!

- Bell Road is better than Hwy 49, but it has blind curves and areas that are narrow and hilly.
- The need for a left-hand turn lane for any size parking lot at the Twilight Ride entrance is absolutely essential for my family's safety and everyone else's. Please do not disregard the residents' safety in order to cut-corners on mitigations.
- Speaking of the left-hand turn lane and taper bays... I work in the construction field, so must ask, "Where is the engineer's analysis and specifications? Where are the deceleration calculations that reflect the grade of the road, because this tends to be a stretch of excessive speed. How much will you need to encroach on the Rudd property, or the Wurst Property or the Barnes Property to facilitate the entrance. Are they "willing sellers?"
- The Twilight Ride entrance also fails to mention that it is a blind entry onto Bell due to the hilly road and trees.
- Do all calculations at that entrance calculate the issues with truck and trailer rigs, the need for wider turning radius and also that they will be slower in making ingress and egress turns, and need a longer deceleration lane?
- I don't think you understand just how busy Bell Road can be with traffic to and from the golf course and all the residents that opt for Bell Road instead of Hwy 49.
- Unfortunately, there's plenty of speeding on Bell Road too.

Cyclists think they own the road!

- Our rural roads are becoming ever more popular for cyclists.
- With no shoulder and very narrow, hilly, curving roads there are near misses with them too.
- Of course, they often ride down the middle of their lane, so you have to follow behind them half way to town. (local personal knowledge)

Considering the road issues to be "less than significant" is to live in a "make believe" world!

- The added traffic from the HFRP expansion project will be significant.
- The SDEIR states that the Twilight Ride parking lot alone will contribute an additional 600 cars trips on a single weekend day and the Curtola /Harvego parking lot another 573. How can 1,173 added vehicle trips to our sub-standard rural roads on a single day not be significant?
- How could any traffic analysis come to the conclusion that this is "less than significant?"

- When you add in the percentage of visitors that will be driving truck and trailer rigs, riding bicycles, and many drivers being from out of the area that don't know these winding roads, you will create a situation that puts my family in danger!

We have enough going on out in our rural North Community. We have enough traffic on our rural roads.

We believe the DSEIR has failed to tell the truth regarding the roads and traffic safety.

We also have grave concerns about the increase in risk of wildfires that this project will bring.

- Mitigations do not prevent wildfires, but wise decisions regarding limiting access into a WILDLAND URBAN INTERFACE do.
- We have had several fires in our area in just the last 10 years that had us worried about possible evacuation and loss of our home. (local personal knowledge)
- We had our fire insurance cancelled this last year due to being in a high-risk fire area.
- We work hard to create our defensible space and harden our home, and to think the County would undermine our efforts and invite hundreds of people daily into the highly combustible terrain of Big Hill which is just a half mile away, is reckless and irresponsible.
- We also know that the Parks Division is not able to keep up with the fuel reduction, dead tree removal and trail maintenance on current County properties due to lack of funds and staffing.
- The DSEIR fails to disclose how fast a wind driven fire can travel and how blowing embers can travel miles ahead of the wildfire. Please include those sobering statistics in the Final SEIR.
- The authors of the book "Grassfires: Fuel, Weather and Fire Behavior" indicate that the general maximum speed of between 16 and 20 kilometers per hour (9 to 12.5 mph) for wildfires.

Are you, the Parks Division and the Supervisors willing to risk the safety of my precious family?

If you move forward with the Hidden Falls Expansion Project then your answer is, "Yes," and you will have demonstrated that you are willing to: 1) disregard these road, traffic safety and wildfire issues and 2) put recreation ahead of public safety.

My family stands with *Protect Rural Placer* in saying, "Stick to what you have out here with docent led hikes and activities and keep us safe." We oppose the Hidden Falls Expansion.

Joel Houston

11080 Cramer Road, Auburn, CA

From: Melvin Neal <themneals@gmail.com>
Sent: Wednesday, October 14, 2020 2:15 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] ,

Please acknowledge that wildfires are real
More people, cars, camping, rolling blackouts,
This is our home, lifes work, childrens home
No to expansion of the park Hidden Falls our right to live in Auburn gives us a voice to say no to
popuation growth dangers, intrusions, taxation, water, resources, litter, pollution, robberies, vagrants,
loss of our way of life. Fire insurance is very costly more people more danger of limited reslources.
Please consider NO expansion on Hidden Falls Park.
Bobbie Neal
Auburn Valley resident
Registered voter
Concerned citizen
Auburn, California 95602

California State Legislature

SENATOR BRIAN DAHLE



Supervisor Cindy Gustafson,

My office in Gold River received this package from a Mr. Joe Parisi in regards to road easements around Auburn Valley Road, which falls in your district. If our office can assist in any way, please reach out to our staff.

Take care & God Bless!

RECEIVED
BOARD OF SUPERVISORS
SBOS ☒ TL ☒ ALL AIDES ☒ (mail person)

SEP 29 2020



SUP ☐ COB Corr ☐ CoCo ☐
AIDE ☐ CEO ☐ Other ☐

JOSEPH ENCINAS

SENATOR BRIAN DAHLE

STATE CAPITOL
ROOM 2054
SACRAMENTO, CA 95814
TEL (916) 651-4001

11230 GOLD EXPRESS DRIVE
SUITE #304
GOLD RIVER, CA 95670
TEL (916) 464-4201

JOSEPH.ENCINAS@SEN.CA.GOV



SENATOR BRIAN DAHLE

CALIFORNIA LEGISLATURE
FIRST SENATE DISTRICT

STATE CAPITOL, ROOM 2054
SACRAMENTO, CA 95814
TEL (916) 651-4001
SENATOR.DAHLE@SEN.CA.GOV

CALIFORNIA STATE SENATE
1st DISTRICT
Mr. Brian Dahle
State Capitol Rm 2064
Sacramento, CA 95814

August 31, 2020

Dear Mr. Dahle,

This correspondence is submitted for disclosure of unprecedented Government malfeasance by County and State representatives that, in my judgment, increases the likely and catastrophic loss of life and property during a rural Auburn area wildfire and emergency evacuation.

Since 2016, the County has documented, "that the County believes delineate our easement rights over Auburn Valley Road", and in 2020 documented that now the "County access via Auburn Valley Road is provided by an offer of public dedication that the County has not accepted to date"; However, the County will not even acknowledge that public use of the private Auburn Valley Road, by easement or an offer of public dedication is disputed, or if dedicated, what the County involvement and cost would be, or the severe impact on public safety.

It appears the County just intends to confiscate the road and increase a documented existing Placer County LIKELY and CATASTROPHIC wildfire risk to Placer County residence life and destruction of Placer County private property by public use of Auburn Valley Road.

Following is my summary and attachments of my most recent communications with County and State agencies for your review and understanding of my concern, frustration, and the complete lack of consideration by Government of the likely proposed increased wildfire risk by the Hidden Falls Regional Park Expansion Project that would severely impact public safety:

A. ATTACHMENT 1, Letter to Placer County Government Offices from Joe Parisi, subject Hidden Falls Regional Park Expansion DSEIR.

Provides my justification that Placer County and the Placer Land Trust have no right to the private Auburn Valley Road for public use, rights of ingress or egress by Easements, or access via an offer of public dedication that the County has not accepted to date.

ATTACHMENT 1 (a), Letter to the Auburn Valley Home Owners Association President, and the Auburn Valley Community Services District President, from Placer County, Subject Easement Documentation for Auburn Valley Road and Curtola Ranch Road, dated November 10, 2016, documents that the County "believes delineate their easement rights over Auburn Valley Road", with easements 1998-0047099 and 1998-0047100:

ATTACHMENT 1 (b), Both easements state hereinafter "GRANTOR", grants an easement for ingress, egress, and utilities to (family members) hereinafter collectively "GRANTEE" on, over, in, and beneath those portions owned by GRANTOR of the following real property Auburn Valley Road, EXHIBIT A.

Placer County or the Placer Land Trust are not included collectively as part of the GRANTEE, and have no Easement Rights to Auburn Valley Road; only, the County's "belief", "indicates", "intention" and "interest" in Auburn Valley Road.

"The easement granted herein shall be forever appurtenant to all real property described as EXHIBIT B", (A right, privilege, or property considered incident to the principal property for purpose such as passage of title, conveyance, or inheritance), not EXHIBIT A.

The County DSEIR documents that “access via Auburn Valley Road is provided by an offer of dedication that the County has not accepted to date” is no longer valid.

ATTACHMENT 2, The offer of dedication was executed April 1961 between the Auburn Valley Corporation and Placer County working together, consented to the preparation and recording of the PLAT, contract, agreement, to develop a Golf Course and Subdivision that would connect the Subdivision water, sewer and roads to County water, sewer, and roads.

The PLAT documents:

“Does declare that the Subdivision does not dedicate any portion of this tract for street or highway purposes”.

“Auburn Valley Road is a private road”.

“Rights of ingress and egress over the roads are granted to the future lot owners in the Subdivision, there licencess, visitors, tenants and servants”.

*With title reserved to the undersigned , it's assigns, and successors”.

“Rights of way and easements are hereby granted as follows: A, B, C, D, and E (Public Utility Easements, installation and maintenance of poles, overhead and underground wires and conduits, water pipe lines, right to trim and remove trees, the installation and maintenance of gas, drainage and sewer pipes, for anchorage of poles for overhanging wires, cables or conduits).

“Auburn Valley Road Title held by Auburn Valley Corporation, Lawrence Curtola”.

ATTACHMENT 2 (a). For fifty nine years, knowing that the Auburn Valley Corporation and the County worked together, and for five years, meeting monthly, with the County paid for their services, a Committee authorized by the County Board of Supervisors for that purpose, the County repeatedly refusing developers requests to connect the Subdivision Roads with County Roads, or connecting Subdivision water and sewer to the County water and sewer, the County chose not to participate.

In 2005 the Auburn Valley Corporation transferred Title of Auburn Valley Road to the Auburn Valley Property Owners Association with QUITCLAIM DEED, DOCUMENT 2005-0006089.

This transfer of Title, and access to Auburn Valley Road shall be with the Auburn Valley Property Owners Association, not the Auburn Valley Corporation, who has had no formal contact from the County to permit, require or request that said roads be dedicated to the County regarding public use of the private Auburn Valley Road.

In my judgment, the County currently has no legal right for public use of, or access to the private Auburn Valley Road.

ATTACHMENT 3. Placer County has ranked wildfires as the highest priority of SIGNIFICANCE, and since the possibility is also ranked as LIKELY, and the potential ranked as CATASTROPHIC, where wildfire emergency evacuation is required and mandated; the County unconscionably, plans and intends to increase the wildfire risk of Placer County life, property and safety by the proposed SEIR for the expansion of the Hidden Falls Regional Park.

ATTACHMENT 3 is a factual study that underscores local governments complete lack of consideration for Placer County residents life or property, and are seeking certification of a SEIR that is documented to be flawed by this ATTACHMENT. (see page 27 as an example of the increased risk without an additional 560 vehicles a day).

Certification will not save one life, protect any private property, will increase the risk of public safety during wildfire evacuations, will divert millions of dollars from projects that are necessary and struggling financially, emergency response, fire, police, sheriff, CHP, to projects that are nice, but not necessary.

ATTACHMENT 4. Letter to Placer County Government personnel, dated July 11, 2020, Subject Hidden Falls Regional Park (HFRP) Expansion DSIER, from Joe Parisi.

This Attachment was submitted to disclose the significant and critical Wildfire Emergency Safety Evacuation Problem that exists in rural Auburn and specifically Auburn Valley.

The DSIER documents that there are “no new significant environmental effects”, “potential conflicts with existing and future land use were determined to be less than significant”, no environment or land use problems;

however, Placer County has ranked wildfires the highest priority of SIGNIFICANT, and the possibility as LIKELY, with the potential as CATASTROPHIC, and the California Environmental Quality Act law includes “wildfire risk areas”. This discrepancy is troublesome and in my judgment should be addressed.

Additionally, this Attachment discloses another omission in the DSIER that identifies an existing Dam, Pond, Four Parcels, and Residents that would be significantly impacted, by construction and public use of private roads, not to mention the additional costs the County would have to accept and disclose.

In my judgment, millions of dollars are being thrown into a bottomless pit, and planned to be for at least another 20 years, this expansion, then expansion to Truckee, then expansion to Reno is beyond reason, and that trails and parking spaces are of more value than Placer County residents life and property.

ATTACHMENT 5. Letter to State Board of Equalization, dated July 25, 2020, from Joe Parisi.

This Attachment was a simple request for the current fire emergency evacuation plan for the area of the Auburn Valley Subdivision in Auburn California.

The request was received July 31, 2020, and as of this date I have not had the courtesy of a response, and believe that there is no emergency evacuation plan.


It appears that the Government created a Fee, made promises, has not kept them, will not keep them, and will continue to collect the fee with no end in sight.

Mr. Dahle, I only hope you and your staff will apply the diligence to this correspondence deserving of the significant, and likely catastrophic emergency wildfire evacuation problem in Placer County, and the disputed public use of the private Auburn Valley Road that would significantly contribute to the problem.

In my judgment, public safety, life, and property should not be disregarded for any reason.

Your consideration and assistance is appreciated.

Respectfully:


Joe Parisi

INFORMATION TO BE SUBMITTED AS EVIDENCE

TO: Placer County Board of Supervisors, Placer County Planning Commission,
Community Resource Development Agency, Placer County Parks Division

FROM: Joe Parisi, 8860 Auburn Valley Road, Auburn, CA 95602 (jpari5@aol.com)

SUBJ: HIDDEN FALLS REGIONAL PARK EXPANSION DSEIR

The subject documents state that "County access via Auburn Valley Road is provided by an offer of public dedication that the County has not accepted to date".

This belief is based on a County staff document, dated November 2016, that "indicates that Auburn Valley Road and two other roads, are privately owned, with the title of said roads reserved to the undersigned, its assigns and successors to be held until such time as the County of Placer may permit, require, or request that said roads be dedicated to the County, at which time the undersigned or the successors in interest shall so dedicate the same". "By this statement, fee title to Auburn Valley Road was held by Auburn Valley Corporation", and "clearly identifies the intention to dedicate the road to Placer County".

Title Right and Access to Auburn Valley Road

- November 2016: County staff documented in two documents that the County believes delineate our easement rights over Auburn Valley Road and Curtola Ranch Road. Easements #1998-0047099 and #1998-0047100.
- Current 2020: The DSEIR documents "the County access via Auburn Valley Road is provided by an offer of public dedication that the County has not accepted to date".

The above County document is accurate in that said roads be dedicated to the County, and fee title to Auburn Valley Road was held by Auburn Valley Corporation, HOWEVER, the statements were taken from a contract, the PLAT, between Auburn Valley Corporation, Lawrence Curtola and Placer County dated April 1961.

- The DSEIR states, as fact, that access via Auburn Valley Road is provided by an offer of public dedication. That dedication was fact in April 1961 and founded on the belief of Auburn Valley Corporation, Lawrence Curtola and the County working together in the late 1950's to create a Golf Course and Subdivision Golf Community, and that the Subdivision would hook up its water, sewer and roads to the County water, sewer and roads.
- In April 1961, the Auburn Valley Corporation, Lawrence Curtola and the County entered into a contract, the PLAT, to accomplish building the golf course and developing the subdivision, however, the County chose not to participate in the water, sewer or road projects.
- The Auburn Valley Corporation and the undersigned had NO involvement with the County related to the PLAT after an advisory committee, consisting of the County of Placer, Auburn Valley Corporation, Subdivision Developers, AVG,

INFORMATION TO BE SUBMITTED AS EVIDENCE

Auburn Valley Service Corporation and Community Members, that had monthly meetings for five (5) years to connect the Subdivision to water, sewer and roads, was terminated in the early 1990's. The County was paid for their Committee work. The committee was authorized by the Board of Supervisors in 1988.

- After at least ten (10) years of no related involvement with the County and repeated refusals to have any commitment to subdivision road projects, the Auburn Valley Corporation, at the request of Auburn Valley Property Owners Association, in 2005, QUITCLAIMED Auburn Valley Road to the Auburn Valley Property Owners Association – the only other and current title holder of the land described as Auburn Valley Road – as shown on that certain map entitled "Auburn Valley Subdivision Unit No. 1".

It appears that in 2005 the county was no longer an Auburn Valley Corporation, Lawrence Curtola presumed beneficiary, and the Auburn Valley Property Owner's Association, Inc. has not entered into any agreement with the County related to **Wedge Way** (currently Estates Drive/Estates Court), **Fairway Court** or **Auburn Valley Road**.

- The DSEIR does NOT address what obligations, necessary and required, to bring the roads up to County standards; e.g. the costs of normal maintenance and repairs caused by winter storms, road flooding and erosion, {through a designed water controlled system designed for a golf course and 145 residential lots}. NOT for an additional 560 vehicles per day and the obligations the County would have if WEDGE WAY, FAIRWAY COURT and AUBURN VALLEY ROAD were dedicated to the County.

Private Auburn Valley Road and Public Use

- In the PLAT documents the County and Auburn Valley Corporation agreed that *"this map and subdivision does NOT dedicate any portion of this tract for street or highway purposes and the parcels of land laying within the boundaries of WEDGE WAY, FAIRWAY COURT and AUBURN VALLEY ROAD and are so designated upon the map within the title of said roads reserved to the undersigned, its assigns and successors"*.

NOTE: The California Vehicle Code documents that:

- "Street or highway are publicly maintained and for use by the public. Road or Driveway are privately maintained and or use by property owner or persons approved by the property owner".
- privately owned and maintained roads "include roads owned and maintained by a city, county or district that are NOT dedicated to use by the public for purposes of vehicular traffic
- Rights of ingress and egress over the above roads are hereby granted to the future lot owners of the subdivision, their licensees, visitors, tenants, and servants".

INFORMATION TO BE SUBMITTED AS EVIDENCE

- "Rights of way and easements are hereby granted as follows: (A), (B), (C), (D), (E), to the appropriate company, corporation, association of Public Body for the installation of maintenance and for anchorage of poles for overhead wires, cables or conduits with the right to trim or remove trees therein necessary".

NOTE:

- The years of the Auburn Valley Corporation, Lawrence Curtola and the County working together to create a Subdivision and Golf Course, and then entering into a contract, the PLAT, to assure it would be a Golfing community with private roads for the Lot Owners and not for street or highway public use.
- The above excerpts from the California Vehicle Code and the PLAT, combined with the county refusing to participate with Subdivision developers to work on Unit No. 1, Unit No. 2 and Unit #3 road projects, as was the intent of Lawrence Curtola, and the QUITCLAIM DEED, establishes beyond a reasonable doubt that the County has **NO** claim for public use of WEDGE WAY, FAIRWAY COURT or AUBURN VALLEY ROAD.

WHY does the DSEIR not disclose the improvements necessary and required to bring the three roads up to Placer County standards, the costs of maintenance and repairs of the roads caused by only 145 residential lots and the golf course that will be burdened by an additional 560 vehicles per day. Seven days a week!

The 2018-19 winter storms caused the Homeowner's Association to spend ~ \$87,829 on flooding of Auburn Valley Road, the common areas, Auburn Valley lot owner's property as well as repairing the continuing erosion of Auburn Valley Road.

WHY does the DSEIR not disclose the critical geographic and physical limitations of Auburn Valley Road and the associated costs and actions necessary to remedy them:

- Few shoulder or emergency pull over areas; its narrow, winding and has many blind spots, a deep and wide normal and winter storm runoff ditch at the pavements edge running all the way from Upper Valley Road to the beginning of the Otto pond
- No adequate lighting for night travel conditions
- No cell phone service to summon emergency responders
- No double stripes
- No shoulders for bike lanes for the 3' clearance required by law (and for which motorists are obligated to give to bikes)
- Extremely rare presence of police personnel (sheriff or CHP)

INFORMATION TO BE SUBMITTED AS EVIDENCE

WHY does the DSEIR not disclose the projected impact of an additional 560 vehicles (including truck and horse trailers) trips on a single busy day, and additionally the man made Otto pond and dam that was designed to accept normal water flow from the subdivision and golf course north/east down through, into and under, the manmade dam that borders the edge of Curtola Ranch Driveway, the damage to private property on Curtola Ranch Driveway and the dam when construction to bring the driveway to County standards – and to a dam not designated to withstand street or highway public use of 560 vehicles per day?

Respectfully submitted,

Joe Parisi

/jp

Sent Via Electronic Mail Only

November 10, 2016

Mr. John Aitken
Auburn Valley Homeowner's Association
(jaitkenmba@yahoo.com)

Mr. Jim Leidigh
Auburn Valley Community Services District
(jimleidigh@gmail.com)

RE: Easement Documentation for Auburn Valley Road and Curtola Ranch Road

Gentlemen,

Andy and I enjoyed meeting with you and the other Auburn Valley community members last week. As requested, I have attached the documents that the County believes delineate our easement rights over Auburn Valley Road and Curtola Ranch Road. Below is a brief synopsis of each of the documents as well. The documents highlighted below, as well as reference maps, are attached for your use.

1. Auburn Valley Road Easements

A. May 3, 1961: Auburn Valley Road was created by the subdivision map for Auburn Valley Subdivision, Unit 1 (Book G of Maps, page 21). The Owner's Statement on Sheet 1 of the map indicates that Auburn Valley Road and two other roads are privately owned, with the title of said roads reserved to the undersigned, its assigns and successors to be held until such time as the County of Placer may permit, require or request that said roads be dedicated to the County, at which time the undersigned or the successors in interest shall so dedicate the same. Rights of ingress and egress over the above named roads are hereby granted to the future lot owners in the subdivision, their licensees, visitors, tenants and servants... The statement is signed by the subdivider, Auburn Valley Corporation, a California Corporation, by Laurence Curtola, President. By this statement, fee title to Auburn Valley Road was held by Auburn Valley Corporation. This statement clearly identifies the intention to dedicate the road to Placer County.

B. June 19, 1968: Document 1968-0006089: Placer County and Laurence Curtola, President of Auburn Valley Corporation, entered into a Quitclaim Deed from Auburn Valley Corporation to Placer County, California, for the purpose of dedicating Auburn Valley Road to the County of Placer. The deed states that the property, including the easement, is located in the Auburn Valley Subdivision, Unit 1, as shown on the subdivision map for Auburn Valley Subdivision, Unit 1, Book G of Maps, page 21. The deed also states that the property is located in the Auburn Valley Community Services District. The deed is signed by Laurence Curtola, President of Auburn Valley Corporation, and the County of Placer. The deed is recorded in the County of Placer, Book 1968-0006089, page 1.

C. January 19, 2005: Document 2005-0006089: Quitclaim Deed from Auburn Valley Corporation to Auburn Valley Property Owner's Association, quitclaims interest in Auburn Valley Road.

③

2. Curtola Ranch Road Easements

- A. June 19, 1998: Documents ~~1998-0047102~~[✓], ~~1998-0047103~~[✓] - Ingress Egress and utilities easements over Curtola Ranch Road, as reserved by Castlewood Corporation and Blue Heron Associates – previous owners of the PLT/CE property. Benefitting properties (PLT/CE properties) are referenced by APN in these deeds. Former owners of PLT property at the time of easement conveyance: Castlewood Corp., Blue Heron Associates.
- B. April 6, 2000: Document ~~2000-0023218~~^X - Curtola Ranch Road easement realigned, easement documents and alignment per 1998-0047102 and 1998-0047103 amended. Easement alignment changed on southerly portion (on property owned by Callahan/Watson, Malouf and Hallberg), northerly portion appears to be close to the original alignment (Callahan/Watson). Benefits PLT/CE properties.
- C. June 14, 2011: Document ~~2011-0045642~~^X - Quitclaim deed by County of Placer releasing interest in the upper portion of Curtola Ranch Road easement per 2000-0023218 (Callahan/Watson, now owned by Harvego and Caswell). Lower portion of Curtola Ranch Road easement per 2000-0023218 retained, and remains.
- D. June 14, 2011: Document ~~2011-0045644~~^X - Grant of easement over upper portion of Curtola Ranch Road from Harvego and Caswell to PLT and County of Placer, current easement in place. Benefits PLT/County CE property.

After you have had a chance to review these documents, please feel free to contact me with any questions. I would be happy to set up a meeting with you and our County Surveyor.

Sincerely,



Lisa Carnahan
Parks Planner
Public Works and Facilities
11476 C Avenue
Auburn, CA 95603
lcarnaha@placer.ca.gov
530 889-6837

DOCUMENT # 1961-0006478

DATE: May 3, 1961

Type of Map: Subdivision map

Book G Page 21

Name: Auburn Valley Subdv
Unit 1

Township 13N Range 7E Section 1

No. of sheets 3

RECORDING REQUESTED BY
FIRST AMERICAN TITLE CO.

PLACER, County Recorder
JIM MCCAULEY Co Recorder Office

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

Corinne Kenicer
2472 Francisco St.
San Francisco, CA 94123

REC \$7.00;ADD \$1.00;MIC \$3.00
AUT \$5.00;SBS \$4.00;
Ttl Pd \$20.00 Nbr-0000058934
occ/R1/1-5

The undersigned GRANTOR declares:

Documentary transfer tax is \$ - 0 -, computed on full
value of property conveyed.

EASEMENT DEED

FOR VALUABLE CONSIDERATION, receipt of which is hereby
acknowledged, AUBURN VALLEY CORPORATION, a California corporation
(hereinafter "GRANTOR"), hereby GRANTS an easement for ingress,
egress and utilities to DON K. CALLAHAN and DUANE CALLAHAN,
Trustees of the Callahan Family Trust dated August 6, 1996,
MICHAEL B. WATSON and CONSTANCE C. WATSON, Trustees of the Watson
Family Trust dated May 5, 1997, BLUE HERON ASSOCIATES LLC, a
California limited liability company, CASTLEWOOD CORPORATION, a
California corporation, A. GEORGE KENICER, CORINNE C. KENICER,
CATHOLIC UNIVERSITY OF AMERICA, THE IGNATION CORPORATION,
SALESIAN BOYS CLUB, and JOSEPH L. ALIOTO and KATHLEEN SULLIVAN
ALIOTO, TRUSTEES, U.D.T. (UNDER DECLARATION OF TRUST) DATED
OCTOBER 3, 1997, TRUSTEES OF THE ALIOTO LIVING TRUST (hereinafter
collectively "GRANTEE"), on, over, in, and beneath these
portions owned by GRANTOR of the following described real
property in the County of Placer, State of California:

THERE HAVE
BEEN ONLY 2
GRANTORS FOR
AUBURN VALLEY ROAD

Refer to Exhibit "A" attached hereto and
incorporated herein by this reference.

Dominant Tenement. The easement granted herein shall
be forever appurtenant to all of the real property, described as
follows:

Refer to Exhibit "B" attached hereto and
incorporated herein by this reference.

The within grant of easement shall be subject to
restrictions of record.

- 1.
- 2.
- 3.
- 4.

BLANK/36925
216129.1

-1-

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed by its representatives thereunto duly authorized.

AUBURN VALLEY CORPORATION
A California corporation

By: Betty Curtola
Betty Curtola
President

By: Betty Curtola, Secretary
Betty Curtola
Secretary

[ATTACH ACKNOWLEDGMENTS]

BLOM\16915
216129.1

-2-

EASEMENT DESCRIPTION

A portion of Section 1, Township 13 North, Range 07 East,
M.D.B.M., located in Placer County, California, described as
follows:

Parcel 1

The tracts of land shown and designated as "Auburn Valley Road"
on the plat of Auburn Valley Subdivision Unit No. 1 filed in Book
G of Maps at Page 21, Placer County Records, and by the
instrument recorded at Book 2329, Page 80, Placer County Official
Records.

BLAH\36915
216129.1

EXHIBIT "A"
Page 1 of 1

3

• EXERCISING THE MOST CONTROL OR INFLUENCE

• (Land) PERMANENT PROPERTY AS LAND THAT MAY BE HELD BY ONE PERSON FOR ANOTHER.

DESCRIPTION OF DOMINANT TENEMENT TO EASEMENT DESCRIBED IN EXHIBIT "A" HEREOF

→ AUBURN VALLEY ROAD

ALL THAT CERTAIN REAL PROPERTY VESTED, AS OF THE DATE OF RECORDATION OF THIS CONVEYANCE, IN THE FOLLOWING PERSONS AND ENTITIES:

1. DON K. CALLAHAN and DUANE CALLAHAN, Trustees of the CALLAHAN FAMILY TRUST, dated August 6, 1996
2. MICHAEL B. WATSON and CONSTANCE C. WATSON, Trustees of the WATSON FAMILY TRUST, dated May 5, 1997
3. BLUE HERON ASSOCIATES LLC, a California limited liability company
4. CASTLEWOOD CORPORATION, a California corporation
5. A. GEORGE KENICER and CORINNE C. KENICER
6. CATHOLIC UNIVERSITY OF AMERICA
7. THE IGNATION CORPORATION
8. SALESIAN BOYS CLUB
9. JOSEPH L. ALIOTO and KATHLEEN SULLIVAN ALIOTO, Trustees, U.D.T. (Under Declaration of Trust), dated October 3, 1997;

AND LYING WITHIN SECTIONS 1, 2, 3 and 4, TOWNSHIP 13 NORTH, RANGE 7 EAST, M.D.B.M., and SECTIONS 25, 35 and 36, TOWNSHIP 14 NORTH, RANGE 7 EAST, M.D.B.M., of PLACER COUNTY, CALIFORNIA, some of which also is commonly known on the Assessor's Map of PLACER COUNTY as of the date of recordation of this conveyance as APN ~~026-020-002, 026-020-004, 026-020-008, 026-020-009, 026-020-011, 026-020-012, 026-020-013, 026-030-004, 026-030-005, 026-301-001, 026-301-002, 026-301-007, 026-061-001, 026-061-002, 026-060-003, 026-060-004, 026-060-005, 026-060-006, 026-060-009, 026-370-003, 026-370-004, 026-370-006, 026-370-012, 026-370-013, 026-370-018, 026-370-019, 026-370-022, 026-370-033, 026-370-034, 026-370-039, and 026-370-040,~~ and all other real property of the persons and entities recited hereinabove lying contiguous to the foregoing.

OCS

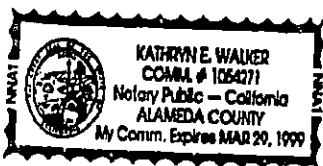
BLAH\36915
216141.1

EXHIBIT "B"
Page 1 of 1

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California
 County of Contra Costa
 On 6/11/98 before me, Kathryn E. Walker
Date Name and Title of Officer (e.g., "Jane Doe, Notary Public")
 personally appeared Betty Cortola
Name(s) of Signer(s)

☐ personally known to me - OR ☒ proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



WITNESS my hand and official seal.

Kathryn E. Walker
Signature of Notary Public

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: Easement Deed
 Document Date: Undated Number of Pages: 4

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: Betty Cortola

- ☐ Individual
- ☒ Corporate Officer
- Title(s): President
- ☐ Partner — ☐ Limited ☐ General
- ☐ Attorney-in-Fact
- ☐ Trustee
- ☐ Guardian or Conservator
- ☐ Other: _____

RIGHT THUMBPRINT OF SIGNER
 Top of thumb here

Signer Is Representing:

Auburn Valley
Corporation

Signer's Name: Betty Cortola

- ☐ Individual
- ☒ Corporate Officer
- Title(s): Secretary
- ☐ Partner — ☐ Limited ☐ General
- ☐ Attorney-in-Fact
- ☐ Trustee
- ☐ Guardian or Conservator
- ☐ Other: _____

RIGHT THUMBPRINT OF SIGNER
 Top of thumb here

Signer Is Representing:

Auburn Valley
Corporation

RECORDING REQUESTED BY
FIRST AMERICAN TITLE CO.

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

Corinne Kenicer
2472 Francisco St.
San Francisco, CA 94123

1-11485

PLACER, County Recorder
JIM MCCAULEY Co Recorder Office

000-198-0047100
ACCT - FIRST AMERICAN TITLE
Friday, JUN 19, 1998 08:00:00
REC \$8.00;ADD \$1.00;MIC \$3.00
AUT \$8.00;SBS \$5.00;
Ttl Pd \$23.00 Nbr-0000056936
occ/R1/1-6

The undersigned GRANTOR declares:

Documentary transfer tax is \$ -0-, computed on full
value of property conveyed.

EASEMENT DEED

FOR VALUABLE CONSIDERATION, receipt of which is hereby
acknowledged, BLUE HERON ASSOCIATES LLC, a California limited
liability company (hereinafter "GRANTOR"), hereby GRANTS an
easement for ingress, egress and utilities to DON K. CALLAHAN and
DUANE CALLAHAN, Trustees of the Callahan Family Trust dated
August 6, 1996, MICHAEL B. WATSON and CONSTANCE C. WATSON,
Trustees of the Watson Family Trust dated May 5, 1997, BLUE HERON
ASSOCIATES LLC, a California limited liability company,
CASTLEWOOD CORPORATION, a California corporation, A. GEORGE
KENICER, CORINNE C. KENICER, CATHOLIC UNIVERSITY OF AMERICA, THE
IGNATION CORPORATION, SALESIAN BOYS CLUB, and JOSEPH L. ALIOTO
and KATHLEEN SULLIVAN ALIOTO, TRUSTEES, U.D.T. (UNDER DECLARATION
OF TRUST) DATED OCTOBER 3, 1997, TRUSTEES OF THE ALIOTO LIVING
TRUST (hereinafter collectively "GRANTEE"), on, over, in, and
beneath, those portions owned by GRANTOR of the following
described real property in the County of Placer, State of
California:

Refer to Exhibit "A" attached hereto and
incorporated herein by this reference.

Dominant Tenement. The easement granted herein shall
be forever appurtenant to all of the real property, described as
follows:

Refer to Exhibit "B" attached hereto and
incorporated herein by this reference.

The within grant of easement shall be subject to
restrictions of record.

BLU/136915
216198.1

-1-

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed by its representatives thereunto duly authorized.

BLUE HERON ASSOCIATES LLC
A California limited liability
company

By: Corinne C. Kenicer
Corinne C. Kenicer
Manager

By: Constance Watson
Constance Watson
Manager

[ATTACH ACKNOWLEDGMENTS]



STATE OF CALIFORNIA

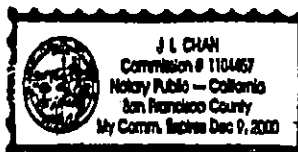
} ss.

COUNTY OF SAN FRANCISCO

On JUNE 11, 1998, before me, the undersigned, a Notary Public,
personally appeared CORINNE C. KBNICER
personally known to me (or proved to me on the basis of satisfactory evidence) to be the
person(s) whose name(s) is/are subscribed to the within instrument and acknowledged
to me that he/she/they executed the same in his/her/their authorized capacity(ies), and
that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf
of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Signature



(This area for official notarial seal)

3008-SM (1/84)(General)

First American Title Insurance Company

3

EASEMENT DESCRIPTION

A portion of Section 1, Township 13 North, Range 07 East,
M.D.B.M., located in Placer County, California, described as
follows:

Parcel 1

The tracts of land shown and designated as "Auburn Valley Road"
on the plat of Auburn Valley Subdivision Unit No. 1 filed in Book
G of Maps at Page 21, Placer County Records, and by the
instrument recorded at Book 2329, Page 80, Placer County Official
Records.

BIATH\36915
216129.1

EXHIBIT "A"
Page 1 of 1

DESCRIPTION OF DOMINANT TENEMENT TO
EASEMENT DESCRIBED IN EXHIBIT "A" HEREOF

ALL THAT CERTAIN REAL PROPERTY VESTED, AS OF THE DATE OF
RECORDATION OF THIS CONVEYANCE, IN THE FOLLOWING PERSONS AND
ENTITIES:

1. DON K. CALLAHAN and DUANE CALLAHAN, Trustees of
the CALLAHAN FAMILY TRUST, dated August 6, 1996
2. MICHAEL B. WATSON and CONSTANCE C. WATSON,
Trustees of the WATSON FAMILY TRUST, dated May 5,
1997
3. BLUE HERON ASSOCIATES LLC, a California limited
liability company
4. CASTLEWOOD CORPORATION, a California corporation
5. A. GEORGE KENICER and CORINNE C. KENICER
6. CATHOLIC UNIVERSITY OF AMERICA
7. THE IGNATION CORPORATION
8. SALESIAN BOYS CLUB
9. JOSEPH L. ALIOTO and KATHLEEN SULLIVAN ALIOTO,
Trustees, U.D.T. (Under Declaration of Trust),
dated October 3, 1997;

AND LYING WITHIN SECTIONS 1, 2, 3 and 4, TOWNSHIP 13 NORTH, RANGE
7 EAST, M.D.B.M., and SECTIONS 25, 35 and 36, TOWNSHIP 14 NORTH,
RANGE 7 EAST, M.D.B.M., of PLACER COUNTY, CALIFORNIA, some of
which also is commonly known on the Assessor's Map of PLACER
COUNTY as of the date of recordation of this conveyance as APN
026-020-002, 026-020-004, 026-020-008, 026-020-009, 026-020-011,
026-020-012, 026-020-013, 026-030-004, 026-030-005, 026-301-001,
026-301-002, 026-301-007, 026-061-001, 026-061-002, 026-060-003,
026-060-004, 026-060-005, 026-060-006, 026-060-009, 026-370-003,
026-370-004, 026-370-006, 026-370-012, 026-370-013, 026-370-018,
026-370-019, 026-370-022, 026-370-033, 026-370-034, 026-370-039,
and 026-370-040; and all other real property of the persons and
entities recited hereinabove lying contiguous to the foregoing.

BLAH/36915
216161.1

EXHIBIT "B"
Page 1 of 1



PLACER, County Recorder

JIM MCCAULEY

DOC- 2005-0006089

Wednesday, JAN 19, 2005 11:35:54

MIC \$3.00: AUT \$6.00: SBS \$5.00

REC \$8.00:

Ttl Pd \$22.00

Nbr-0001219850

odn/DN/1-6

Recorded at request of
Joe Parisi

when recorded return to

Joe Parisi, President
Auburn Valley Property Owners Association, Inc.
8860 Auburn Valley Road
Auburn, CA 95602

Mail tax statements to

same

Documentary transfer tax \$ _____ None

— computed on full value of property conveyed, or

— computed on full value less liens and encumbrances
remaining thereon at time of sale

Albert M. Mason
Signature of declarant or agent determining tax—firm basis

Joe Parisi

QUITCLAIM DEED

Auburn Valley Corporation, Inc., a California corporation, Grantor,

does hereby remise, release and forever QUITCLAIM to

Auburn Valley Property Owners Association, Inc., a California corporation, as
Grantee,

That real property situated in the unincorporated territory of Placer County,
California, described as Auburn Valley Road as shown on that certain map
entitled "Auburn Valley Subdivision Unit No. 1," filed in the office of the County
Recorder of Placer County, California, April 1961, in Book G of Maps, at page 21.

The property conveyed (if any) is conveyed as is. Acceptance of this deed constitutes the
grantee's agreement to indemnify the grantor, its officers, agents and directors, and Betty
Curtola against any liability arising out of the condition of the roads or maintenance (or lack of
maintenance) of the roads shown on the subdivision map. This deed has been prepared by the
grantee and must be construed most strongly in favor the grantor and Betty Curtola.

APN: none

Date: 12-10-04

Auburn Valley Corporation, Inc.

By

Betty Curtola
Betty Curtola

P.05

030 269 0278

DEC-03-2004 10:42 AM P.05 1 3 1

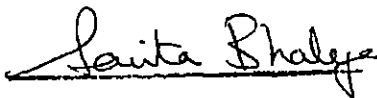
RECORDERS MEMO¹
LEGIBLE COPY ATTACHED HERETO

Standard form of acknowledgment

CONTRA-COSTA County, California

On 12-10-04 before me, SARITA BHATEJA, Notary Public, personally appeared Betty Curtoia, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument and acknowledged to me that she executed the same in her authorized capacity, and that by her signature on the instrument the person, or entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.


My commission expires: June 7th, 2005.

Accepted (date):

1/17/05

Auburn Valley Property Owners Association, Inc.

By

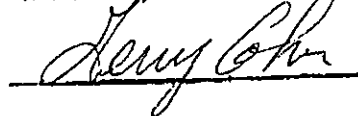
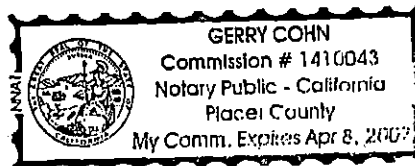
Joe Parisi
Joe Parisi, President

Standard form of acknowledgment

Placer County, California

On 17 January 2005 before me, GERRY COHN, Notary Public, personally appeared Joe Parisi, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.


My commission expires: 4-8-07

Resolution

IT IS HEREBY RESOLVED by the Board of Directors of the Auburn Valley Property Owners Association, Inc., that the Board authorizes the President of the Auburn Valley Property Owners Association, Inc., to accept the quitclaim deed from Auburn Valley Corporation, Inc., and to agree on behalf of the Auburn Valley Property Owners Association, Inc., to the indemnity provision contained in the deed.

P.04

030 269 0278

DEC-03-2004 10:42 AM P R I S I

Recorded at request of
Joe Parisi

when recorded return to

Joe Parisi, President
Auburn Valley Property Owners Association, Inc.
8860 Auburn Valley Road
Auburn, CA 95602

Mail tax statements to
same

I declare under penalty of perjury that this
is a true and correct copy of the original
attached document.

Joe Parisi 1/19/05 Auburn

Documentary transfer tax \$ None
— computed on full value of property conveyed, or
— computed on full value less liens and encumbrances
remaining thereon at time of sale.

Joe Parisi
Signature of declarant or agent determining tax--firm name

QUITCLAIM DEED

Auburn Valley Corporation, Inc., a California corporation, Grantor,

does hereby remise, release and forever QUITCLAIM to

Auburn Valley Property Owners Association, Inc., a California corporation, as
Grantee,

That real property situated in the unincorporated territory of Placer County,
California, described as private roads shown on that certain map entitled "Auburn
Valley Subdivision Unit No. 1," filed in the office of the County Recorder of
Placer County, California, April 1961, in Book G of Maps, at page 21.

The property conveyed (if any) is conveyed as is. Acceptance of this deed constitutes the
grantee's agreement to indemnify the grantor, its officers, agents and directors, and Betty
Curtola against any liability arising out of the condition of the roads or maintenance (or lack of
maintenance) of the roads shown on the subdivision map. This deed has been prepared by the
grantee and must be construed most strongly in favor the grantor and Betty Curtola.

APN : none
Date:

Auburn Valley Corporation, Inc.

By _____
Betty Curtola

Resolution

IT IS HEREBY RESOLVED by the Board of Directors of the Auburn Valley Property Owners Association, Inc., that the Board authorizes the President of the Auburn Valley Property Owners Association, Inc., to accept the quitclaim deed from Auburn Valley Corporation, Inc., and to agree on behalf of the Auburn Valley Property Owners Association, Inc., to the indemnity provision contained in the deed.

[Signature]
PLACER

Standard form of acknowledgment

County, California

On _____ before me, _____, Notary Public,
personally appeared Betty Curtola, personally known to me (or proved to me on the basis of
satisfactory evidence) to be the person whose name is subscribed to the within instrument and
acknowledged to me that she executed the same in her authorized capacity, and that by her
signature on the instrument the person, or entity upon behalf of which the person acted,
executed the instrument.

WITNESS my hand and official seal.

My commission expires:

Accepted (date):

12/15/04

Auburn Valley Property Owners Association, Inc.

By _____

Joe Parisi, President

Standard form of acknowledgment

Placer County, California

On 15 DECEMBER 2004 before me, GERRY COHN, Notary Public,
personally appeared Joe Parisi, personally known to me (or proved to me on the basis of
satisfactory evidence) to be the person whose name is subscribed to the within instrument and
acknowledged to me that he executed the same in his authorized capacity, and that by his
signature on the instrument the person(s), or entity upon behalf of which the person acted,
executed the instrument.

WITNESS my hand and official seal.

[Signature]

My commission expires: 4-8-07



REVIEW OF SEIR TRAFFIC ENGINEERING STUDY

Relating to Hidden Falls Regional Park Expansion Project

SEIR Traffic Study

Prepared for:

K.O.R.S (Keep Our Roads Safe)
Auburn Valley Property Owners Association
P.O. Box 7993
Auburn, CA 95604-8138

In association with
Protect Rural Placer County

May 18, 2020

Traffic Engineering Review is Authored by:
Grant P. Johnson, TE



Traffic Engineering & Transportation Planning

*This traffic engineering
review has been prepared
and certified by Grant P.
Johnson, TE, Principal. Lic
#1453*



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EXECUTIVE SUMMARY

PRISM Engineering's Grant P. Johnson, a registered CA Traffic Engineer, was hired by local residents consisting of "K.O.R.S" (Keep Our Roads Safe) and "Protect Rural Placer County" to review the traffic study recently completed and contained in the Hidden Falls Regional Park Trails Expansion Project Subsequent Draft Environmental Impact Report (SEIR) dated February 2020.

The purpose of this review was to examine the quality of the traffic study, its assumptions and procedures, and to also make a personal Traffic Engineer visit to the local street system and personally verify study findings, and investigate the situation independently in the month of April 2020. As a result of that detailed survey which included video survey of road conditions, widths, traffic control, signs and striping, and sight distance for curves, this report was completed to document all findings of significance. Many deficiencies were found in the traffic study itself, such as:

- Trip generation rates for Hidden Falls Regional Park prepared not in accordance with industry standards and procedures to develop trip generation rates as set forth by ITE.
- Intersection levels of service (LOS) were calculated improperly using incorrect data factors for "peak hour factor" which resulted in a much better than actual result.
- Safety relating to critical wildfire evacuation traffic flows was not even mentioned in the report, and is inadequate as it stands, because an EIR must consider safety as an environmental impact according to the most current California CEQA law. The California Environmental Quality Act, also known as CEQA, requires analysis of the potential effects of a project on the environment. CEQA defines "environment" to mean "the physical conditions which exist within the area which will be affected by a proposed project..."
 - This includes "any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans, addressing such hazards areas."

The California Supreme Court also repeatedly noted CEQA's concern for public health and safety ("the Legislature has made clear that public health and safety are of great importance in the statutory scheme (E.g., §§ 21000) "emphasizing the need to provide for the public's welfare, health, safety, enjoyment, and living environment." In summary, this report documents many situations where the proposed project will severely impact traffic in an emergency evacuation situation (safety related), and since Placer County has already identified this problem/risk/hazard in their document Local Hazard Mitigation Plan Update, March 2016, with more relevant portions for the study area in: <https://www.placer.ca.gov/DocumentCenter/View/368/Annex-A-City-ofAuburn-PDF>, where wildfire risk was ranked in Table A4 as the highest risk to Placer County residents (and as an extension, to those who would come and visit the regional parks).

See <https://www.placer.ca.gov/1381/Local-Hazard-Mitigation-Plan> for more information.

FINDING #1: TRAFFIC STUDY, OVERALL REVIEW SHOWS INADEQUACIES

The procedures used in the Hidden Falls Regional Park Trails Expansion Project traffic impact study were done in accordance with standard traffic engineering practice, with the exception of the trip generation rate development. The study appears to be based on a scope of work that was prepared in accordance with Placer County procedures and methodology for traffic studies, and how traffic analyses are typically performed. Placer County has adopted methodologies for determining the significance of traffic impacts within the context of the Level of Service (LOS) goals established by the General Plan and local community plans. These typical methods include, determining changes to intersection levels of service, as well as roadway segment levels of service. The problem with guidelines is that they often are generic or uncalibrated to local conditions, and do not take into consideration specific details that demand a better or more thorough analysis and review.

That being said, the traffic study's scope of work is deficient to adequately address the very real transportation challenges that exist in an area where wildfire danger and evacuation is ranked by Placer County as the most critical and significant hazard that faces property owners (and users of parks) within the study area defined in the SEIR. Bell Road, which serves as a major connector road and as the only north south alternative to SR 49, is especially constrained for evacuation capacity. If SR 49 were to ever be closed again due to wildfire danger like it was in 2009, Bell Road would face an even more critical evacuation situation because traffic volumes continue to grow on Bell Road due to winery expansions, park expansions, and parking lot construction (such as the proposed Twilight Ride Parking Lot just south of Cramer Road).

For these reasons, the traffic study is deficient to address safety and capacity issues based on an inadequate scope of work. The following paragraphs summarize how these deficiencies need to be addressed. Additional detailed sections of this report address more specific elements of the traffic study review process.

FINDING #2: TRAFFIC STUDY DEFICIENCIES, SCOPE OF WORK DEFICIENT

- **Traffic Accidents at SR 49 and Lone Star Road Intersection were not addressed in the report, and should have been.** The SWITRS database shows that there were four serious injury accidents at this intersection between 2013 and 2017, three broadside and one head-on collision. This is a significant amount of serious injury accidents, and based on the high speed nature of these regularly occurring accidents, the intersection should have been identified as having a significant safety problem, especially in light of how Lone Star Road has low volumes compared to SR 49 mainline volumes (1/30th of the total volume of SR 49). This means that with only a 1000 ADT for Lone Star Road, there has still been one serious accident nearly every year for Lone Star vehicles trying to interface with SR 49 traffic. Table 8 in the SEIR traffic study, Collision Analysis, completely misses this fact as there is only one accident shown on Lone Star Road, and it is not at this intersection. This is because the table and the analysis only looked at road segment accidents which are rarer than intersection accidents.
- **Roadway Analyses were based on a generic Daily Volume of traffic**, and did not consider peak hour flow rates, which have been critical in times past, especially in an emergency evacuation. The traffic study should have looked at peak hour roadway segment flows, and not relied on a generic daily

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

volume which is meaningless in a traffic operations context, but only serves as a planning tool for possible road sizing needs.

- **Intersection Analyses for Level of Service (LOS) were not done correctly** to take into account Peak Hour Factors (PHF) which were known (these are shown in the appendix traffic count data), but they were not used. A generic intersection average for the PHF was used. This results in a better-than-real-world LOS calculation, and misses impacts from the project and cumulative traffic calculations.
 - At SR 49 and Lonestar for example, the WB approach delay was shown as 214 delay seconds, an LOS F condition, but *when we recalculated it using the correct PHF for this and all other movements at the intersection, the result was 354 seconds of WB approach delay, almost twice as long, amounting to an average six minute delay for this approach!*
 - The overall delay for all vehicles at this intersection was 5.4 seconds of delay (LOS A) for the SEIR traffic study, but with our corrections this was now 12.6 seconds of average delay (LOS B). This is a significant difference in results because of the use of the wrong PHF. The SEIR traffic study should use the correct PHF data that was contained in the appendix of the traffic study, for each approach and turn move.
- **The study did not analyze Bell Road at Joeger Road, perhaps the most critical and key intersection** for residents in the vicinity, an intersection which has a four way stop control. The traffic study scope should have included this intersection because it is a chokepoint intersection in case of fire evacuation, and more especially because of the proposed large parking lot at the Twilight Ride location which will hold 140 vehicles (40 of them being trucks with horse trailers).
 - ***This intersection was critical and significantly failed*** during the August 31, 2009 fire evacuations which closed SR 49 north of Bell Road and up to Lone Star Road. *Delays in excess of 1.5 hours were typical for drivers using Bell Road southbound from Lone Star Road to Joeger, an unacceptable and dangerous condition because of extreme 3 mph stop and go delays in a time where fire is spreading and could trap and/or kill drivers stuck in traffic.*
 - ***No changes to the Bell Road and Joeger Road intersection design have been made*** by Placer County since that time to ensure adequate throughput and capacity in case of fire or evacuation. ***During a fire-related evacuation, this intersection should be considered a dangerous chokepoint***, introducing in excess of one-hour delays for drivers stuck on Bell Road trying to get out to safety.
 - *The traffic study should have addressed this situation and made recommendations for mitigation of the problem.*
- **The SEIR traffic study did not take into account specific vertical sight distance and grade issues.** The Bell Road suggested improvements for the proposed Twilight Ride parking area just south of Cramer Road do not address the vertical sight distance issues and deficiencies, especially for southbound Bell Road traffic traveling at speeds that may be too fast to stop in time. There is a long down-grade and vertical dip in the road that creates a vertical blind spot for southbound Bell Road traffic near the location of the proposed Twilight Ride parking lot driveway. ***This vertical sight distance constraint is further aggravated by the potential for pickup trucks pulling large horse trailers traveling in the southbound direction, and which need twice the stopping distance of an ordinary car.*** The vertical sight distance on Bell Road southbound to the proposed Twilight Ride parking lot driveway is approximately 600 feet.
 - The speed limit on Bell Road ranges from 35 mph south of Lone Star Road, to 40 mph south of Hubbard Road, but vehicles often go faster, especially because of downhill grades. The

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

minimum stopping sight distance for 40 mph on a flat road with dry pavement is 325 feet for a normal vehicle. At 55 mph this is 550 feet (as per AASHTO Green Book)¹.

- Adding a 6% downhill grade into the mix increases this stopping distance by 40% for 40 mph, and 95% more for 55 mph (see Table 2 AASHTO Green Book).
 - So a car traveling at 55 mph on a grade would need 1000 feet, not 550 feet, and a car traveling at 40 mph on a grade would need 460 feet, not 325 feet.
- Adding a *Truck and Horse Trailer* into the equation increases the stopping sight distance by an additional 54% as per AASHTO. Trucks with trailers have much more difficulty stopping (see Table 6 from AASHTO Green Book). For example:
 - A truck with trailer going 40 mph on a flat road needs 500 feet rather than 325 feet for a car, a 54% increase in distance needed. If there is also a 6% downhill grade like there is north of the Twilight Ride proposed parking lot driveway, 40% more distance is needed, for a total of 700 feet at 40 mph.
 - A truck with trailer going 55 mph needs 875 feet rather than 550 feet for a car (54% increase in distance needed). If there is also a 6% downhill grade, 40% more distance is needed, for a total of 1225 feet at 55 mph.
- **CONCLUSION: A truck with horse trailer would need at least 700 feet to stop** on southbound Bell Road at a 40 mph speed on the downhill roadway segment of Bell Road just north of the proposed Twilight Ride parking lot driveway. In the event that another vehicle is pulling out of the parking lot, and if they block the road temporarily with a trailer, making a wide and long turn, then oncoming vehicles will need to actually stop to let that vehicle with a long trailer finally completely enter their own lane after crossing the yellow centerline for a time to get completely out of the parking lot. During that maneuver, especially if making a right turn, will block the entire road in both directions in the process. If the speed is higher, then more stopping sight distance is needed. Since there is proposed parking for 40 of these trucks with horse trailers, this could be a significant critical impact to existing sight distance issues on Bell Road, on a regular basis, and should have been discussed and addressed in the SEIR traffic study.
- **The traffic impact metrics used in the Hidden Falls traffic study were not appropriate to measure the true impact of the project, including safety issues**, because the metrics used only look at LOS on low volume roads, resulting typical LOS A conditions with or without the project expansion, even if the park literally doubles the local traffic volumes on some roads. During an evacuation situation, the Twilight Ride parking lot has 140 vehicles that could potentially create a gridlock situation on a roadway that has already experienced near gridlock situation during a wildfire evacuation. This impact needs to be properly addressed, and it was not adequately addressed in the SEIR. Only mentions of a left turn pocket were given, but the vertical sight distance issues and constraints are a real factor in the safety of Bell Road.
 - The real effect of all of the additional traffic, as shown in the TIS are as follows
 - Gurtola Ranch Parking: 119 regular spaces, 5 ADA, and 10 equestrian spaces

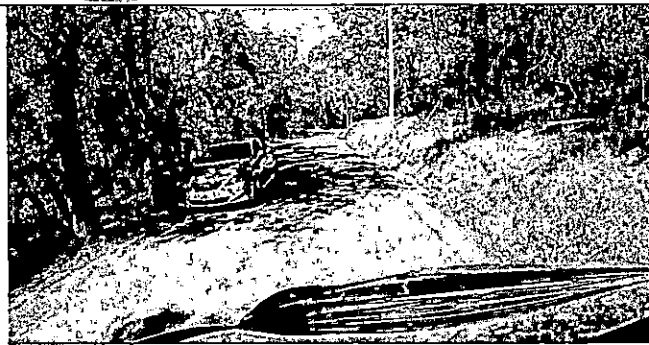
¹ TABLE 1 AASHTO CRITERIA FOR STOPPING SIGHT DISTANCE (J)

<https://pdfs.semanticscholar.org/81b2/917bee2a0b582674d50dd80ffcad7e0f4985.pdf>

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

- Garden Bar Parking: 45 regular spaces, 5 ADA, and 20 equestrian spaces
- Twilight Parking: 96 regular spaces, 4 ADA, and 40 equestrian spaces
- Grand Total of vehicles using the parks = 260 regular vehicles, 70 pick-up trucks with horse trailers, and 14 more spaces for ADA. This is an additional 345 vehicles on the road in addition to the local residents who live there.
- **Paved Turnouts were suggested as a potential mitigation in the SEIR for Garden Bar Road, but our personal drive through of this roadway indicated a very difficult task to create such turnouts at any reasonable distances,** and the potential for a complete traffic jam grid lock as very real under evacuation circumstances. Most of the roadway varies between 11 feet wide and 14 feet wide, far below the minimum 18-foot width. PRISM Engineering surveyed these roads and Figure 1A shows some samples of the video survey where roadway widths would only accommodate one direction of traffic. In the PRISM Engineering horse and trailer turn study, the passing constraint was very real even on roads that were approximately 21 to 22 feet road width by comparison. It is certain that Garden Bar Road constraints would be a very real safety and capacity impact to two-way traffic in an emergency, and passing turnouts would NOT be sufficient given that they are proposed to be more than 100 yards apart (400 feet).
 - On Garden Bar Road in most locations, incoming Fire Response vehicles could not pass outcoming residential and Hidden Falls Park vehicles. If many cars are platooning, backing up to a "turn out" may not be possible if other cars are in the way. **The result could be catastrophic to human life, let alone property structures if gridlock were to occur and a fire is approaching.**
 - Garden Bar Road widths are primarily in the range from 11 to 14 feet, nowhere near the minimum 18-foot widths needed.

FIGURE 1A: SEVERE ROADWAY WIDTH CONSTRAINTS. LOS ISSUES. SAFETY IN EVACUATION ISSUES.



Dog Bar Rd. Car off road to pass, a 14-foot-wide section.



Dog Bar Rd. 12.5 feet wide: measurements taken.

- **An Evacuation Plan for Wildfire Scenarios is Needed, but was not addressed in the SEIR traffic study.**
 - **The County does not have a specific fire evacuation plan for the area surrounding Hidden Falls Park.**
 - The County only provides general warning about ground clearance to structures, how to "harden" your home's roof, etc., but does not have any advice or program on how traffic would best be directed or flow in an emergency evacuation. **There is the potential for drivers to end in a gridlock situation without a plan in place.**

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

- The traffic study does not address this very real potential hazard.
- The SEIR is deficient because it does not address the safety issue for fire evacuation in this area.

■ ***There has been a previous and critically significant evacuation problem***, a level of service and delay problem, especially for Bell Road traffic at the Joeger intersection and backing up to Auburn Valley Road, but this problem could be replicated elsewhere depending on road closures and redistribution of traffic patterns.

- ***It appears that the trip generation rate, made from a single source set of assumptions, needs to be further clarified and enhanced with more data. Our review shows that the trip rates and distributions are incorrect.***
 - A lot of assumptions were made in the traffic study to develop the Hidden Falls Regional Park trip generation rate. It appears that it was done based on how many permits were issued, a daily volume hose count, and a turn percentage assumption at the intersection of Mears Drive and Mount Vernon Road. This may or may not be accurate since there is also residential traffic that uses this intersection that has nothing to do with the park, but is influenced by traffic patterns from the numerous homes that also share Mears Drive, probably with a higher outbound percentage of traffic flow on Saturday mornings. It did not make sense that the outbound traffic from the park during the peak hour in the morning was higher than the inbound traffic. Table 9 in the SEIR traffic study shows that on a Saturday, the peak is assumed to be 21 cars in and 42 cars outbound. Since this is at 10 am, it does not make sense that most will be leaving when the day is beginning. This needs to be explained or corrected, because it is non-intuitive and does not make sense with other "park" uses in the national industry standard ITE Trip Generation Manual which show the opposite traffic pattern. The ITE Trip Generation Manual shows more trips coming inbound to parks in the morning peak hour, and more trips going outbound in the evening peak hour, whether it be at City Parks, County Parks, or State Parks. They all have this same pattern, but in the SEIR traffic study for Hidden Falls the direction of traffic during the morning peak hour is reversed from the norm and is not consistent with other trip rates for similar uses.
 - The Institute of Transportation Engineers (ITE) publishes trip generation rates based on national averages for similar uses within many categories of land uses (the industry standard). The ITE Trip Generation has specific guidelines on how to develop a new or custom trip generation rate, which requires first to take many different samples at different locations, and use averages. This was not done in the SEIR even though a trip generation rate was custom made. As a result, the trip generation of the project cannot be acceptable in its current form. Building a trip generation rate based on assumptions such as permits issued, is not the industry standard practice.

FINDING #3: TRAFFIC COUNT DATA WAS NOT FULLY UTILIZED IN ANALYSES

PRISM Engineering conducted a new traffic count at the busiest study intersection of SR 49 and Lone Star Road to verify traffic volumes and turning movements. We also examined the appendix data of the SEIR traffic study to see the details of what was collected and what was used.

The SEIR appendix contained the following traffic count sheet for this intersection which spells out the individual PHF for each turning movement. However, in the calculation sheets, only the generic overall average PHF for the whole intersection was used for each of the 12 turning movements. This defeats the purpose of the PHF and actually glosses over the peaking characteristics of the smaller volume turning movements as explained in the paragraphs that follow. Figure 2A below shows this data.

FIGURE 2A. SEIR APPENDIX TRAFFIC COUNT DATA FOR SR 49 AT LONE STAR ROAD.

ALL TRAFFIC DATA

0090-09

City of Auburn
All Vehicles & Uturns On Unshifted
Nothing On Bank 1
Nothing On Bank 2

(916) 771-4700
aoliers@attraffic.com

File Name : 16-7716-001 SR 49 & Lone Star Rd
Date : 10/8/2016

Unshifted Count = All Vehicles & Uturns

SR 49 Southbound										Lone Star Rd Westbound										SR 49 Northbound										Lone Star Rd Eastbound									
START TIME	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Total	Uturns Total																	
8:00	1	236	2	0	239	6	0	3	0	9	6	139	4	0	149	3	0	12	0	15	412	0																	
9:15	5	233	1	0	239	5	2	2	0	9	3	149	1	0	153	1	1	8	0	10	411	0																	
9:30	1	247	1	0	249	14	0	2	0	16	4	188	7	0	199	0	0	6	0	6	470	0																	
9:45	1	307	0	0	308	11	0	0	0	11	7	155	4	0	205	3	0	6	0	9	534	0																	
Total	8	1023	4	0	1035	36	2	7	0	45	20	671	15	0	707	7	1	32	0	40	1827	0																	
10:00	3	293	1	0	297	9	0	2	0	11	3	225	2	1	231	0	0	11	0	11	550	1																	
10:15	0	343	4	0	347	8	0	6	0	14	5	198	7	0	208	2	1	9	0	12	561	0																	
10:30	2	304	1	0	307	13	1	3	0	17	5	239	7	0	251	0	0	11	0	11	588	0																	
10:45	0	356	4	0	360	9	0	1	0	10	9	239	4	1	253	1	0	9	0	10	633	1																	
Total	5	1296	10	0	1311	39	1	12	0	52	22	699	20	2	743	3	1	40	0	44	2350	2																	
Grand Total	13	2319	14	0	2348	75	3	19	0	97	42	1570	36	2	1650	10	2	72	0	84	4177	2																	
Approach %	0.0%	88.8%	0.6%	0.0%		77.3%	3.1%	10.6%	0.0%		2.5%	65.1%	2.2%	0.1%		11.0%	2.4%	65.7%	0.0%																				
Total %	0.3%	55.5%	0.3%	0.0%	56.2%	1.8%	0.1%	0.5%	0.0%	2.3%	1.0%	37.6%	0.9%	0.0%	36.5%	0.2%	0.0%	1.7%	0.0%	2.0%	100.0%																		

SR 49 Southbound										Lone Star Rd Westbound										SR 49 Northbound										Lone Star Rd Eastbound									
START TIME	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Total																		
10:00	3	293	1	0	297	9	0	2	0	11	3	225	2	1	231	0	0	11	0	11	550																		
10:15	0	343	4	0	347	8	0	6	0	14	5	198	7	0	208	2	1	9	0	12	561																		
10:30	2	304	1	0	307	13	1	3	0	17	5	239	7	0	251	0	0	11	0	11	588																		
10:45	0	356	4	0	360	9	0	1	0	10	9	239	4	1	253	1	0	9	0	10	633																		
Total	5	1296	10	0	1311	39	1	12	0	52	22	699	20	2	743	3	1	40	0	44	2350																		
% App Total	0.4%	95.5%	0.6%	0.0%		78.0%	1.9%	21.1%	0.0%		2.5%	65.1%	2.1%	0.2%		8.8%	2.3%	90.9%	0.0%																				
PHF	.417	.910	.825	.000	.910	.780	.250	.300	.000	.765	.611	.940	.714	.300	.502	.375	.250	.909	.000	.917	.928																		

PRISM Engineering conducted a new traffic count at the study intersection of SR 49 and Lone Star Road and found that the northbound through movement of SR 49 during the noon peak hour had a volume of 752 vph. The Hidden Falls Regional Park traffic study had a Saturday peak (10-11 am) of 899. The difference can most likely be attributed to the reduction in volumes on the highway due to the "Stay at Home" guidelines in place for the Covid-19 pandemic. The difference was small actually, resulting in about a 15% reduction in mainline SR 49 through traffic, but with no significant difference to Lone Star Road volumes. The PRISM Engineering turning movements to and from Lone Star Road at SR 49 were as follows:

- NBR=30 vph comparing to 20 vph in the regular SEIR traffic study count.
- NBL=32 vph comparing to 24 vph in the regular SEIR traffic study count.
- The outbound traffic from Lone Star Road EBR was 16 vph compared to 40 vph in the SEIR count, and the EBL was 12 vph compared to 3 vph in the regular SEIR count.

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

Note in Figure 2B below (a close-up of Figure 2A), that on the bottom line of the table there is a row called PHF (Peak Hour Factor), and that there is a PHF for each of the 12 turning movements (the WB approach WBL=0.417, WBT=0.910, and WBR=0.625, and the overall average of all southbound volumes has a PHF of 0.910).

FIGURE 2B. TRAFFIC COUNT DATA FROM SEIR APPENDIX, SHOWING PEAK HOUR FACTORS

AM PEAK HOUR	Lone Star Rd Westbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
START TIME						
Peak Hour A						
Peak Hour F						
10:00	9	0	2	0	11	550
10:15	8	0	6	0	14	581
10:30	13	1	3	0	17	586
10:45	9	0	1	0	10	633
Total Volume	39	1	12	0	52	2350
% App Total	75.0%	1.9%	23.1%	0.0%		
PHF	.750	.250	.500	.000	.765	.928

Also, note that on the far right the overall intersection average of **all** approaches for PHF was shown to be 0.928. In the SEIR only the 0.928 (or 0.93) was used for **all** approaches, even though this was not correct. The same method was used for all study intersections in the traffic study, only using the *overall intersection volume totals* to calculate a PHF, which is not the proper use of the PHF. In fact, there are significant differences in the calculated level of service. The following figure (Figure 2C), is the SEIR capacity calculation for SR 49 at Lone Star Road, using a 0.93 PHF generically overall, resulting in 4.9 seconds of average delay, and 195.6 seconds of delay for the WB approach . This differs significantly from the result when using the actual PHFs as contained in the Appendix of the SEIR.

FIGURE 2C. SEIR INTERSECTION LOS ANALYSIS CALCULATION, SR 49 AT LONE STAR ROAD.

HCM 6th TWSC
1: SR 49 & LONE STAR RD

EXISTING SATURDAY
03/18/2019

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	↑	↑	←	↑	↑	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Future Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized			None			None			None		None	
Storage Length			60			60	300		200	300		
Veh In Median Storage, #	0			0			0		0		0	
Grade, %	0			0			0		0		0	
Peak Hour Factor	.93	.93	.93	.93	.93	.93	.93	.93	.93	.93	.93	.93
Approach	EB	WB	NB	SB								
HCM Control Delay, s	26	195.6	0.3	0								
HCM LOS	D	F										

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

Peak Hour factors (PHF) used in SEIR were not what the count data indicated. The SEIR used 0.93 PHF for all turning moves, even though the data shows WBL=0.417, WBT=0.910, and WBR=0.625.

PRISM Engineering re-calculated these numbers to show the significant difference in results that takes place when the proper PHFs are used. Figure 2D shows the revised HCM 2010 calculation using the same traffic volumes, but corrected PHF.

FIGURE 2D. REVISED HCM 2010 LOS CALCULATION USING ACTUAL PHF BY TURN MOVE.

HCM 2010 TWSC

3: SR 49 & Lone Star Rd

05/14/2020

Intersection												
Int Delay, s/veh	12.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	↑	→	←	↑	→	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Future Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	25	-	-	50	400	-	325	200	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	38	25	91	75	25	50	61	94	71	42	91	63
Approach	EB			WB			NB			SB		
HCM Control Delay, s	59			353.6			0.5			0.1		
HCM LOS	F			F								

The results now show that the EBL is actually at LOS F conditions, and not LOS D as shown in the SEIR. Also, the WBL is shown to have 6 minutes (354 secs) of average delay and not the 3 minutes (196 secs) shown in the SEIR. Also, the overall intersection average went from 5.1 seconds of average delay to 12.5 seconds, more than double, and worsening the overall LOS from LOS A to LOS B.

LOS is calculated with peak **hour** volumes. However, traffic counts are taken with 15 minute intervals, to catch the highest impact. The purpose of the PHF is to determine the impact of the busiest 15-minute period where traffic flows are significantly higher. This is the standard method of calculating LOS, to incorporate an accurate PHF to best represent real traffic peaking conditions, and not to mask the real situation in an hourly average divided by four, by using a higher or default value of PHF. The Hidden Falls SEIR appendix for traffic counts shows that the PHF ranges in counts varies from 0.25 to 0.99, where the calculated LOS is worse with a lower PHF. This could be the difference between LOS D and LOS F as was the case for the calculation in Figure 2D for the EBL movement. In the SEIR, only a single value of PHF was used, an overall intersection average. This is not the industry standard to calculate LOS this way when adequate data is present, but was a decision of the analyst, as the software program allows for a specific PHF for each turning movement (12 total PHFs at a four way intersection). The data in the appendix had the PHF details in the traffic counts, but the actual analysis using averages resulted in much better levels of service.

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

PRISM Engineering conducted a video traffic count of the intersection of SR 49 at Lone Star Road, and these counts (both ground level and aerial views) can be viewed at the PRISM Engineering website URL as follows:

<http://www.prism.engineering/placercountykors.html>

Scroll down to the video entitled: "Aerial View of Traffic Count at: S.R. 49 and Lone Star Road."

These videos show the traffic patterns, and also how difficult it is for vehicles on the side street Lone Star Road to enter into the SR 49 flow of traffic, or to even cross the road.

FINDING #4: CRITICAL TRAFFIC ACCIDENTS WERE NOT INCLUDED IN REPORT

Four critical severe injury broadside and head-on traffic accidents at the SR 49 / Lone Star intersection were not included or discussed in the report, even though it is one of the study intersections. This omission is critical, because it misses the very serious nature of the danger that currently exists at the SR 49 highway at this location.

SR 49 has a five-lane cross section at the Lone Star Road intersection, and the speed limit on the highway is 65 mph at Lone Star Road (65 mph speed limit from 0.3 miles north of Dry Creek Road all the way to Combie Road). The *average* free-flow speed of motorists is around 60 mph (according to Google Maps which regular samples the speeds of vehicles). However, the actual speed limit here is 65 mph. Entering high speed traffic that has 65 mph freeway speeds, from a side street from a dead start, is difficult and dangerous during high peak time periods. Six lanes of traffic must be negotiated, two left turn pockets on SR 49, and four high speed lanes of traffic for the through lanes on SR 49. As stated previously, there have been four (4) *serious injury* accidents at this intersection in the last five recorded years (2013 to 2017)², three broadside collisions, and one head-on collision.

3 min (3.0 miles)
via CA-49 S
Fastest route, the usual traffic

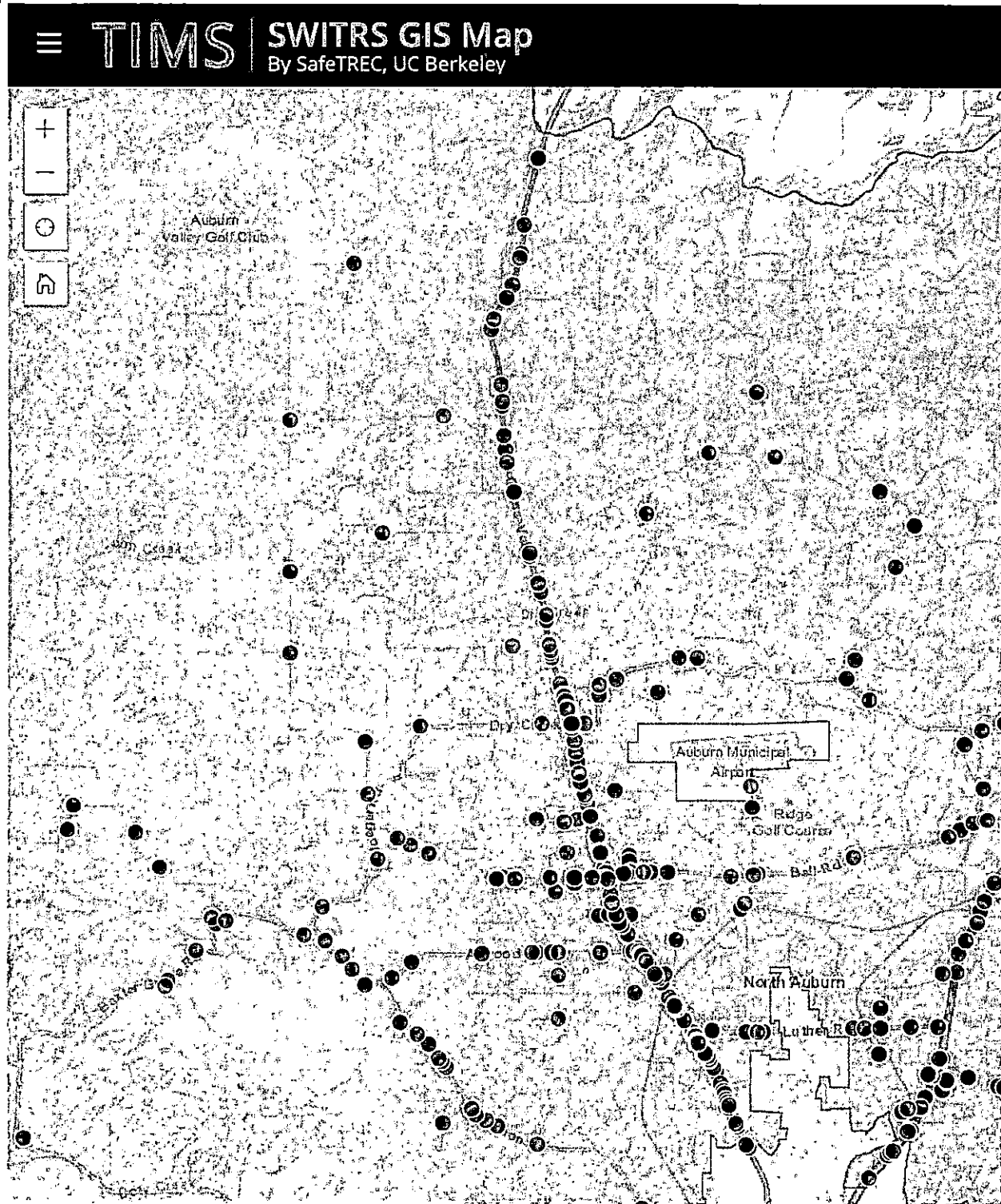
Caption: Google Map Time for
SR49 near Lone Star Rd

The high speed traffic mixed with low speed traffic crossing the path of high speed traffic has contributed to four broadside type accidents at this location. Figure 3A shows how many accidents are taking place in the vicinity of the study area, north of Auburn, CA, for the past 5 years. Figure 3B details the accidents which took place on SR 49 in Placer County, totaling 275 collisions (where 9 people were killed, and 386 people were injured).

Several mitigations for the SR 49 Lone Star Road intersection were suggested in the SEIR traffic study, such as a modern roundabout, or a traffic signal installation, however, the funding is not available, and no assignment of mitigation was made for the project. The language in the SEIR states that the traffic impacts from the Hidden Falls Regional Park expansion are significant but unavoidable at the SR 49 and Lone Star Road intersection. This is not to say that the traffic safety impacts are unavoidable, because they are avoidable if proper mitigation is recommended to improve safety, rather than the focus only given to LOS changes at the intersection. Given the fact that there is an average of one significant accident every year at this intersection alone, this indicates that the situation is not safe and requires further mitigation before additional traffic is allowed to further exacerbate the safety deficiency. The accident history for this intersection was not identified or discussed in the SEIR traffic study. Only the roadway segment of Lone Star Road was shown with one accident, but there was no discussion of the intersection accident history.

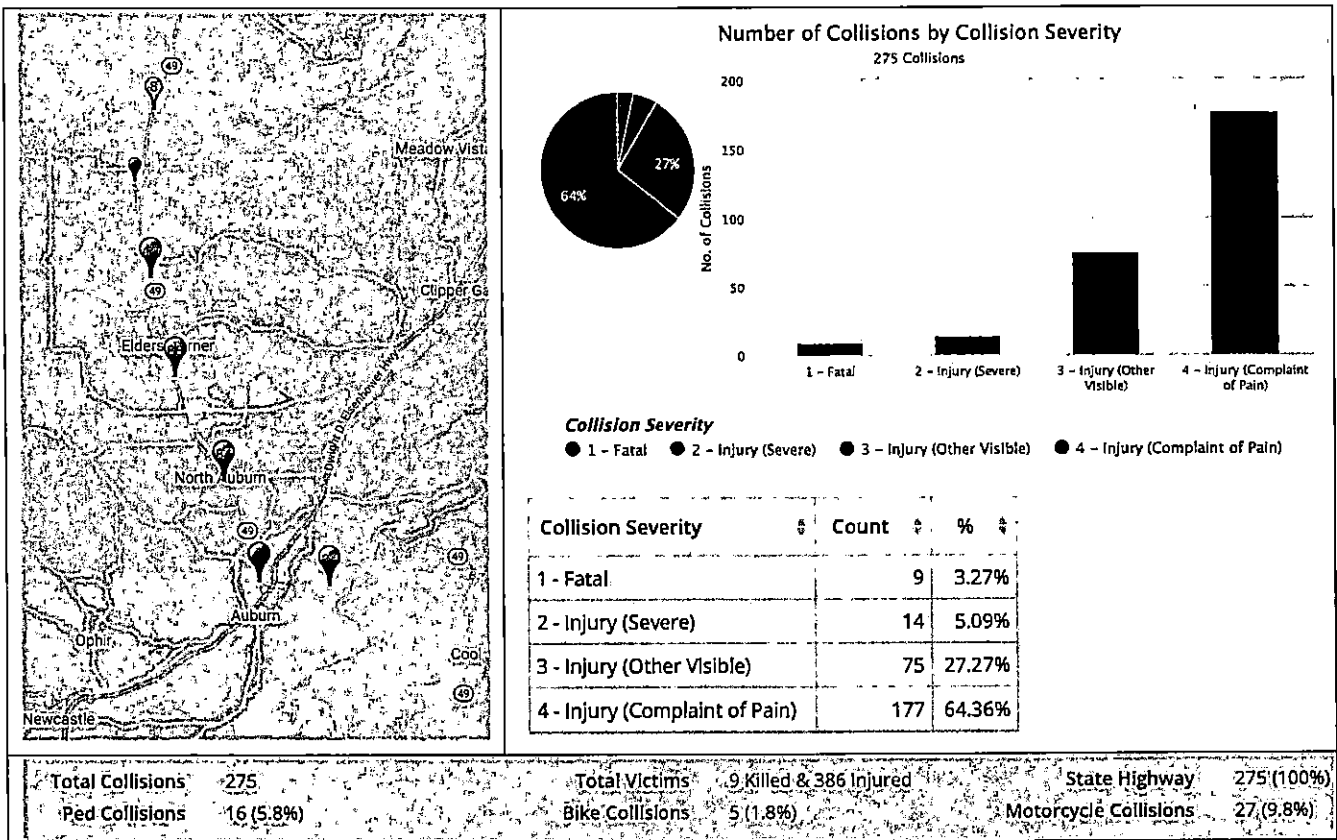
² <https://tims.berkeley.edu>

FIGURE 3A. TRAFFIC ACCIDENTS IN PLACER COUNTY UNINCORPORATED AREAS



Source: TIMS and SWITRS

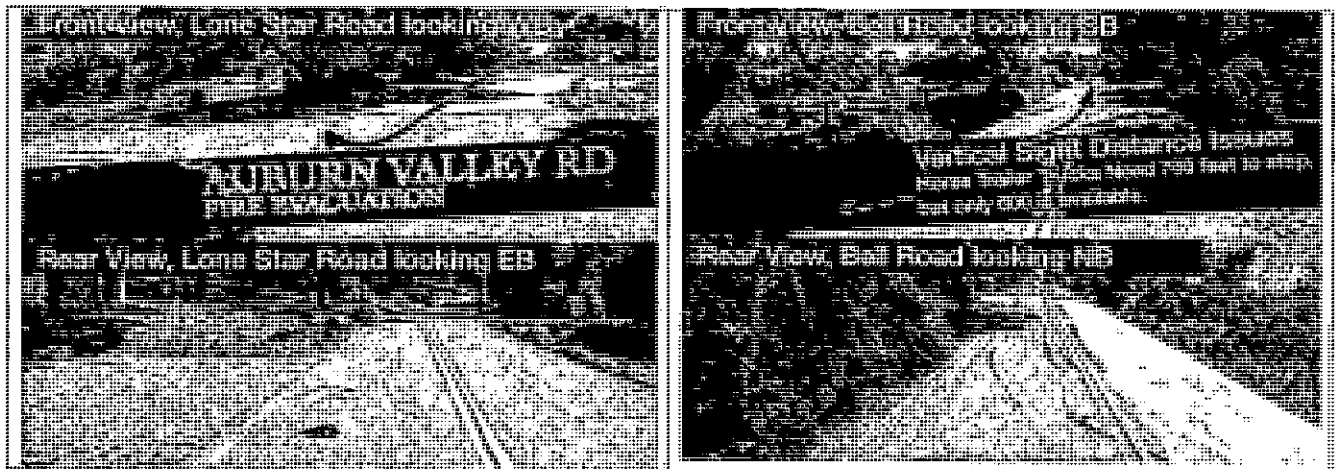
FIGURE 3B. TRAFFIC ACCIDENTS ON SR 49 FROM 2013 TO 2017 (275 ACCIDENTS IN 5 YEARS)



FINDING #5: LOCAL ROADWAYS HAVE SIGNIFICANT CAPACITY CONSTRAINTS TO TRAFFIC FLOWS (I.E. EVACUATION), AS WELL AS SIGNIFICANT HORIZONTAL CURVE CHALLENGES, SIGHT DISTANCE ISSUES.

PRISM Engineering drove all roadways surrounding the Hidden Falls park including SR 49 between Lone Star and I-80, Bell Road, Joeger Road, Cramer Road, Lone Star Road, Atwood Road, Mount Vernon Road, Mears Drive, Mount Pleasant Road, Garden Bar Road, Big Hill Road, Country Club Lane, and Auburn Valley Road. In total, about 40 miles of roadway were driven and documented with video using a roof-mounted camera system, one camera for each direction, to film roadway width variations, the actual condition of pavement (or lack thereof), traffic control devices installed such as signs and signals, pavement markings, and documenting horizontal and vertical sight distance constraints and roadway alignment in general. Figure 4A shows some samples of the kind of information collected with the camera mounted drive through.

FIGURE 4A. VIDEO SURVEY. LOCAL ROADS SURROUNDING HIDDEN FALLS REGIONAL PARK



A video was prepared for Bell Road and Lone Star Road (14 minutes). It can be viewed in its entirety at the following website URL: <http://www.prism.engineering/placercountykors.html> and scroll down to the video entitled: "Wildfire Evacuation Drive Through Analysis: Detailed Video Inventory Commentary." The video shows the various roadway constraints that exist (widths, curves, sight distance, alignment, etc.), as well as where fire evacuation merges will take place. An additional video was prepared to show the extreme constraints to traffic flows that take place at certain sharp turns, which pose unique challenges especially in situations where pickup trucks towing large horse trailers or other large vehicles come into conflict with opposing traffic on a sharp curve. Figure 4B shows some samples of how pickup truck with horse trailer roadway constraints turned out in our survey, and the entire video can be seen at the following website URL:

<http://www.prism.engineering/placercountykors.html> and scroll down to the video entitled: "Horse Trailer, Large Vehicles, and Narrow Road Alignment and Sight Distance Constraints."

FIGURE 4B. HORSE TRAILERS ON NARROW ROADS WITH SHARP CORNERS.



Lone Star Road at Lone Star Valley Road Sharp Corner Intersection.




Cramer Road at Hill Crest Sharp Corner west of Oak Knoll Lane.

This survey was conducted with very minimal traffic volumes, however, if there were a fire evacuation with stop and go traffic, the result could very likely be a traffic grid lock if a turn cannot be negotiated, and if traffic cannot back up to make room, etc.

FINDING #6: CUMULATIVE TRAFFIC TOTALS USED IN SEIR STUDY ARE OK.

The cumulative traffic growth assumptions used in the SEIR traffic study were reviewed in light of available Caltrans traffic count data. The growth rate used in the SEIR was 2% traffic increase each year, for 20 years (a 1.49 factor of growth overall). The growth rate calculated by PRISM Engineering using the Caltrans data in Table 6A below, was also 2% per year for SR 49 north of Bell Road (nearest to the Lone Star intersection with SR 49). Based on this alone, the assumptions in the SEIR for regional growth agree with long-term traffic growth trends. Figure 5A documents the Caltrans traffic counts on SR 49 in the vicinity of Bell Road and past Lone Star Road.

FIGURE 5A. CALTRANS TRAFFIC DATA FOR SR 49 IN PLACER COUNTY, YEARS 2007 AND 2017.



Tabular data of AADT Volumes 2007								
Id	District	Route	County	Postmile	Description	Ahead_Peak_Hour	Ahead_Peak_Month	Ahead_AADT
2350	3	49	PLA	5.21	LUTHER ROAD	5500	51000	48500
2351	3	49	PLA	5.86	ATWOOD ROAD	5900	53000	51000
2352	3	49	PLA	5.99	COTTAGE DRIVE	3950	42000	41000
2353	3	49	PLA	6.38	AUBURN, BELL ROAD	2750	30000	28500
2354	3	49	PLA	7.427	DRY CREEK ROAD	2650	28500	28500
2355	3	49	PLA	10.973	LORENSEN RD	2650	30000	29000
2356	3	49	PLA	11.373	PLACER/NEVADA COUNTY LINE	0	0	0

Tabular data of AADT Volumes 2017								
Id	District	Route	County	Postmile	Description	Ahead_Peak_Hour	Ahead_Peak_Month	Ahead_AADT
2334	3	49	PLA	5.21	LUTHER ROAD	3550	44000	42000
2335	3	49	PLA	5.86	ATWOOD ROAD	3600	42500	40500
2336	3	49	PLA	5.99	COTTAGE DRIVE	3600	42500	40500
2337	3	49	PLA	6.38	AUBURN, BELL ROAD	2950	37000	34700
2338	3	49	PLA	7.427	DRY CREEK ROAD	2850	34000	32000
2339	3	49	PLA	10.973	LORENSEN RD	2850	32000	30700
2340	3	49	PLA	11.373	PLACER/NEVADA COUNTY LINE	0	0	0

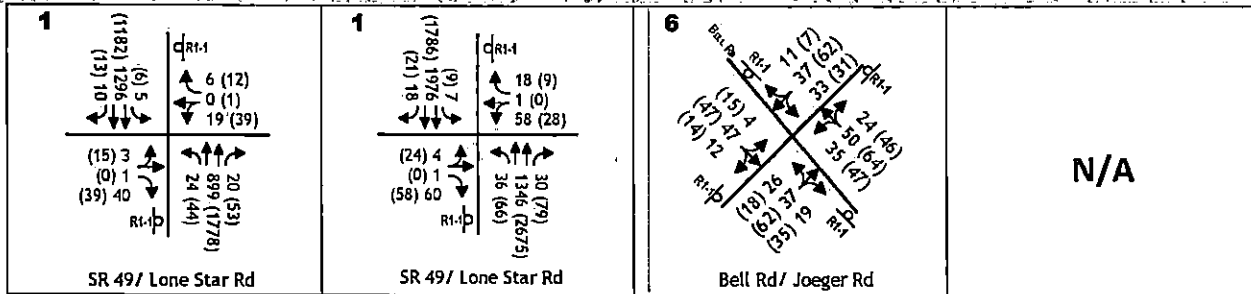
<i>Percent increase 10-year growth, north of Bell Road</i>							23%	22%
<i>Yearly growth rate, north of Bell Road</i>							2%	2%

The Caltrans traffic counts for SR 49 in Placer County just north of Bell Road shown in the above table indicate that the annual growth rate is approximately 2% per year. For a 20 year period this calculates to a growth factor of 1.49 overall. This matches the growth used in the SEIR traffic study as shown below in Figure 5B for intersection counts at the critical intersection of SR 49 at Lone Star Road, where the future cumulative volumes are consistently 1.49 times the existing volumes (see Table 5B below). The growth rate of traffic on SR 49 is a reliable indicator of regional growth rates in the area, and multiplying the existing traffic counts by 1.49 to represent the future is consistent with Caltrans' database of traffic count growth for the same facility.

FIGURE 5B. CUMULATIVE TRAFFIC GROWTH CHECK.

Existing Levels:	Cumulative Levels:	Existing Levels:	Cumulative Levels:
------------------	--------------------	------------------	--------------------

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY



Source: Figure 10 and 11 from SEIR Traffic Study for Hidden Falls, and from Placer County Winery TIS

From the Caltrans data in Figure 5B above, obtained from the Caltrans Data Portal³ a 10-year growth rate for traffic counts can be determined using traffic counts from the Year 2007 and 2017.

FINDING #7: CUMULATIVE IMPACTS FROM PROJECT NOT MITIGATED

From the SEIR traffic study summary of cumulative impacts, the resulting language was the same for the SR 49 intersections at Lone Star Road and Cramer Road: The Hidden Falls Regional Park expansion project would create a significant and unavoidable impact. This conclusion that it was "unavoidable" was based on the fact that there are no current funding sources to install a roundabout or a traffic signal to mitigate the LOS F and LOS E unsatisfactory conditions, and that the project bears no direct responsibility for mitigation. If no funding source is available, and a signal is not installed, because of the very real potential safety hazard at this intersection (since delays are already at the 6 minute level for side street Lone Star approaches, and serious injury broadside accidents are happening nearly every year at this intersection), the approval of the project should be denied until such safety problems are mitigated sufficiently, rather than exacerbate an already unsafe condition.

The extreme delays for the existing condition are unacceptable and unsafe. Accidents are happening. The cumulative traffic volumes are being projected to be 1.49 times higher in 20 years (factored for growth), and will make the side street delay for Lone Star Road extremely excessive, causing drivers to take more chances and perhaps make very unsafe entries into SR 49 traffic, crossing multiple lanes of traffic in the process. It is estimated that traffic accidents will most likely double in frequency in the future if no mitigation is installed!

Tables 13 and 19 in the SEIR traffic study are included here in Figure 5C, so that an easy comparison of existing plus project and cumulative plus project conditions for the two critical intersections on SR 49 can be made. It can be seen that the change in LOS and delay from existing to cumulative is significant, going from 110.3 delay seconds overall, to nearly double that at 197.2. The eastbound approach delay tripled in the future from 120 to greater than 300 seconds delay. This unacceptable condition was not mitigated due to lack of funding. Building the Hidden Falls Park expansion should be conditioned upon installing two traffic signals to mitigate the LOS F

³ <https://data.ca.gov/dataset/annual-average-daily-traffic-volumes>

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

traffic impacts of the Lone Star Road and Cramer Road intersections. In the case of a wildfire, local residents would NOT be able to exit Lone Star Road or Cramer Road with any efficiency if a signal is not installed that could provide some priority access in the case of a fire, or at least eliminate the 6 plus minute delays projected for these locations.

FIGURE 5C. EXISTING PROJECT IMPACTS COMPARED TO CUMULATIVE IMPACTS.

TABLE 13 EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE										
#	Location	Control	Weekday PM Peak Hour				Saturday Peak Hour			
			Existing		EX Plus Project		Existing		EX Plus Project	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	SR 49 / Lone Star Road (overall)	EB/WB Stop	(106.3)	(F)	(110.3)	(F)	(93.4)	(F)	(101.2)	(F)
	Eastbound approach		103.5	F	120.2	F	26.0	D	31.2	D
	Westbound approach		>300	F	>300	F	195.6	F	298.8	F
	Northbound left turn		11.9	B	12.0	B	12.9	B	13.3	B
	Southbound left turn		16.5	C	16.6	C	10.2	B	10.3	B
2	SR 49 / Cramer Road (overall)	EB Stop	(15.6)	(C)	(16.9)	(C)	(13.0)	(B)	(15.5)	(C)
	Eastbound approach		18.8	C	20.05	C	14.6	B	17.9	C
	Northbound left turn		11.3	B	11.5	B	11.8	B	12.3	B

TABLE 19 CUMULATIVE PLUS PROJECT INTERSECTION LEVELS OF SERVICE										
#	Location	Control	Weekday PM Peak Hour				Saturday Peak Hour			
			Cum Base		Cum Plus Project		Cumulative		Cum Plus Project	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	SR 49 / Lone Star Road (overall)	EB/WB Stop	(192.0)	(F)	(197.2)	(F)	(174.8)	(F)	(229.3)	(F)
	Eastbound approach		>300	F	>300	F	>300	F	>300	F
	Westbound approach		>300	F	>300	F	>300	F	>300	F
	Northbound left turn		18.9	C	19.3	C	22.1	C	24.2	C
	Southbound left turn		33.6	D	33.8	D	13.1	B	13.2	B
2	SR 49 / Cramer Road (overall)	EB Stop	(30.9)	(D)	(36.6)	(D)	(21.5)	(C)	(30.3)	(C)
	Eastbound approach		42.0	E	50.0	E	23.0	C	37.3	E
	Northbound left turn		17.3	C	17.7	C	20.9	C	22.9	C

Source: SEIR, Hidden Falls Regional Park TIS

FINDING # 8: HIDDEN FALLS PARK TRIP GENERATION RATE IS NON-STANDARD

This task reviewed the potential amount of traffic that is expected from the Hidden Falls Regional Park expansion project. The traffic study used trip generation rates developed specifically for the project, with no references to any national sources or averages. These trip rates were based on a daily total of traffic factored down to a peak hour number, and the inbound and outbound split were derived from a sampling in the field. This method was based on what is happening, in what appears to be only one survey, at the Mears entrance to the Hidden Falls Regional Park.

A lot of assumptions were made to develop this trip generation rate, and it appears that it was done based on how many permits were issued, a daily hose count, and a turn percentage at the intersection of Mears Drive and Mount Vernon Road. This may or may not be accurate since there is also residential traffic that uses this intersection that has nothing to do with the park, but may be mostly related to the traffic patterns of the numerous homes that also share Mears Drive, probably with a higher outbound percentage of traffic flow. It appears that the trip generation rate, made from a single sourced set of assumptions, needs to be further clarified and enhanced with more data, to bring it to industry standards since there are similar uses in the United States.

The Institute of Transportation Engineers (ITE) publishes trip generation rates based on national averages for similar uses within many categories of land uses. Their guidelines to develop a new or custom trip generation rate, which was done in the SEIR traffic study for Hidden Falls, is to take many different samples at different locations, and use averages. Building a trip generation rate based on assumptions is not the industry standard.

to determine how much of the project's traffic is assumed to be operating during the peak hours. The problem with that approach is that the project's traffic is not expected to be even significant during the typical peak hours of the surround street system, so the analysis is not entirely helpful to properly determine the worst case impacts, and what hundreds of additional vehicles means to a road system that cannot currently adequately handle outgoing evacuation traffic without delays in excess of one hour. During a fire situation, this is critical and potentially catastrophic to life if the fire happens to jump the road with cars stuck in a stop and go traffic jam.

Figure 6A shows the trip generation for the project as shown in the SEIR.

FIGURE 6A. TRIP GENERATION ASSUMPTIONS FOR PROJECT

TABLE 9 HFRP EXPANSION SATURDAY TRIP GENERATION ESTIMATE													
Location	Parking Spaces				Permits Available ¹	Trips per Permit				Trips			
	Regular	Equestrian	ADA	Total		Daily	Saturday Peak			Daily	Saturday		
							In	Out	Total		In	Out	Total
Proposed Project													
Twilight Ride	96	40	4	140	232	2.58 ²	33%	67%	0.27 ³	599	21	42	63
Harveygo	119	10	5	134	222					1,573	20	40	60
Curtola Ranch Rd	25	0	0	25	42					108	4	7	11
Mears	57	0	3	60	100					258	9	18	27
Private	297	50	12	359	596					1,538	54	107	161
Trips caused by turn-away's without permit ⁴										167	9	9	18
Project Total										1,705	63	116	179
Prior Approval not yet Constructed													
Garden Bar (Prior approval)	45	20	5	70	116	2.58	33%	67%	0.27	299	11	21	32
Trips caused by turn-away's without permit ⁴										32	2	2	4
Previously approved total										331	13	23	36
Total of Proposed Project Plus Prior Approval not yet Constructed													
Total	342	70	17	429	712					1,837	65	128	193
Trips caused by turn-away's without permits ⁴										199	11	11	22
Grand Total with turn-away's										2,036	76	139	215

¹ based on 187 Saturday permits offered at Mears for 113 parking space capacity = 1.66 permits per space.
² based on 348 daily trips at Mears on divided by 135 permits issued on June 16, 2018 = 2.58 trips per permit. The observed daily volume includes the effects of automobile – trailer combinations with multiple axels that would overstate actual vehicle trips, as well as the effect of staff travel, but no adjustment has been made in order to produce a conservative estimate.
³ based on observed peak hour percentage of daily and directional split observed at Mears entrance.
⁴ assume 1/3 the current turn-away rate observed at Mears due to increased knowledge of reservation system and improved cellular phone coverage. The current rate was 58 turn-away's out of 135 permits issued or 43%. One Third is 14%. Assume two daily trips per turn-away,

Figure 6A shows that the Saturday “peak” traffic (assumed to be 10am to 11am based on data in the SEIR appendix which states the Saturday peak hour is 10am-11am) is only expected to be a small fraction of the total parking lot capacity. For example, at the proposed Twilight Ride parking lot with 140 spaces, the peak hour assumption is that only 21 vehicles will arrive out of a possible of 140 spaces available. This is only 15%. Also, Table 9 shows that on a Saturday, the peak is assumed to be 21 cars in and 42 cars outbound. Since this is at 10 am, it does not make sense that most will be leaving when the day is beginning. This needs to be explained or corrected, because it is non-intuitive and does not make sense with other “park” uses in the ITE Trip Generation Manual which show more trips coming inbound in the morning peak hour, and more trips going outbound in the evening peak hour at City Parks, County Parks, and State Parks. They all have this pattern, but in the SEIR traffic study for Hidden Falls the direction of traffic during the morning peak hour is backwards based on numerous other trip generation rates for various kinds of parks.

FINDING #9: LOCAL STREETS UNDERPREPARED FOR EMERGENCY EVACUATION**PLACER COUNTY IDENTIFIES WILDFIRE AS THE HIGHEST RISK/HAZARD IN THE AREA⁴**

Specific Roadway Capacity in an Emergency Evacuation. When many drivers converge onto a street at the same time, such as would take place when emergency evacuation phone call instructions are sent to all residents in an area during a wildfire emergency, the roadway conditions are no longer typical. Since wildfires are ranked as the highest priority of SIGNIFICANCE by Placer County, and since the possibility is also ranked as LIKELY, with the potential ranked as CATASTROPHIC, this roadway condition should be of the highest priority. Much more important than making sure an intersection operates at LOS A conditions during the typical peak hour. Since all intersections on the local roads are currently operating at LOS A conditions, this is not the best metric to be using to determine the need for safety in travel, especially in an emergency where evacuation is required and mandated. The roadways and intersections must be designed to be compatible with a proper Traffic Control designed to move the maximum volume of traffic, and with the minimum of delays caused by stop and go conditions.

When vehicles are forced to wait up to 15 seconds each at a stop sign controlled intersection, this severely limits the throughput of vehicles to about 240 vehicles per hour. This is even less when trucks with horse trailers are factored in, since deceleration and acceleration are less efficient. Bell Road from Auburn Valley Road to Joeger Road is approximately 4.1 miles. The speed limit is 35 mph from Lone Star Road to Hubbard Road, and then increases to 40 mph from Hubbard Road to Joeger Road. If a vehicle travels at 35-40 mph this trip would normally take about 7 minutes. This is assuming there are very few vehicles on the road and speeds are uninhibited. However, during an emergency evacuation the volume of traffic that hits the road increases dramatically, especially to Bell Road as the main alternative to SR 49. This total can be well over 400 vehicles (assuming only ONE vehicle per residence leaves) and even much higher with the expansion of the Hidden Falls park and installing a large parking lot at the Twilight location (100 more cars, and 40 more trucks with horse trailers for 140 more vehicles in the mix, say, 550 vehicles at a minimum).

How Long is this Line of Traffic? A long line of traffic consisting of 550 vehicles approaching Bell Road, with each regular vehicle occupying 30 to 40 feet of roadway space in stop and go conditions, and trucks with horse trailers taking up 60 to 70 feet each... it can be assumed that an average of 50 feet of roadway space per vehicle is used, and that such a line of traffic trying to get out would exceed 27,500 feet in length, or about 5.2 miles. Without the Twilight Ride parking lot vehicles (140), this would lower to about 400 vehicles, or 3.8 miles, which represents the existing condition and road length of Bell Road from Auburn Valley Road to Joeger Road. This length of traffic actually matches the observed descriptions from residents who live in Auburn Valley HOA and who said they traveled in stop and go conditions from Lone Star Road to Joeger Road and that it took 1.5 hours to make the 4

⁴ <https://www.placer.ca.gov/DocumentCenter/View/368/Annex-A-City-of-Auburn-PDF>

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

mile trip. This is an unacceptable and dangerous condition that the County has not planned for, and if additional vehicles are added due to Hidden Falls Park expansions, and more especially adding the Twilight Parking Lot, the situation becomes significantly worse compromising safety for evacuations. Local residents are also having insurance companies cancel their insurance policies because of the high risk and the insurance company's lack of motivation to write the policies. The insurance companies are also aware of the previous evacuation situation that happened in 2009, and the County has not made any plan or mitigation of this situation.

In the 2009 wildfire, traffic on SR 49 was closed south of Lone Star Road and north of Bell Road, a 4 mile section. This closure caused traffic from homes to the west of SR 49 to have to use Bell Road to escape the fire. There are 140 residences in Auburn Valley HOA alone, and with Lone Star Road traffic feeding into Bell Road at the intersection with Auburn Valley Road, this has the potential to add 200 more vehicles even before Bell Road reaches Cramer Road, for a total of 340 vehicles at that point. When Cramer Road traffic is added in, the volume increases approximately 200 more totaling more than 500 vehicles trying to enter the Joeger Road intersection going south from Bell Road. Joeger Road was also closed to SR 49, so all residences in the area feeding into Joeger Road were forced to go to Bell Road to continue south towards I-80 for evacuation. The Joeger Road corridor has several hundred more homes and parcels that feed into it as seen in Figure 6A. This parcel map information was obtained from Placer County's online parcel map system⁵.

PRISM Engineering built a computerized microsimulation traffic model (using SimTraffic) to simulate the all-way stop control at the Bell Road and Joeger Road intersection for the scenario of wildfire evacuation. According to the Traffic Engineering science, only 240 cars and trucks per hour on southbound Bell road can actually pass through the intersection with Joeger Road. The same is true for all other Joeger Road approaches as well, because of the stop and go delays. These are shown in the microsimulation animated model of traffic flows in a video created by PRISM Engineering (see Figure 6B for sample output from this model). A video showing the results of this model can be watched at:

<http://www.prism.engineering/placercountykors.html>

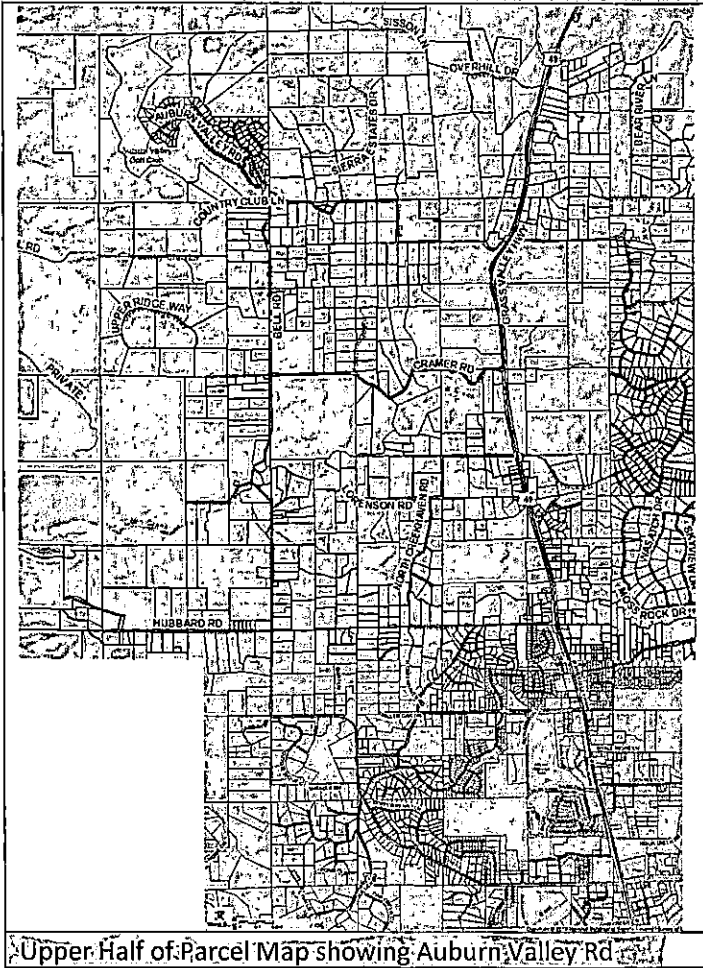
and scroll down to "*SIMTRAFFIC MODEL: Bell Road at Joeger Road During Wildfire Evacuation.*"

This model had results that validate the anecdotal statements from local residents who actually experienced the 3 mph stop and go conditions on Bell Road from Auburn Valley Road down to Joeger Road during the wildfire evacuation. After the Joeger Road intersection chokepoint where three approaches converged to southbound Bell Road, the vehicle stop and go situation diminished, and the roadway speeds normalized to the regular speed limit as Bell Road approached SR 49, because the capacity of Bell Road is much higher south of Joeger Road near SR 49.

FIGURE 6A. PLACER COUNTY PARCEL MAP, BETWEEN LONE STAR RD & JOEGER RD

⁵

http://maps.placer.ca.gov/Html5viewer/Index.html?configBase=http://arcgis/Geocortex/Essentials/REST/sites/LIS_Public/viewers/LIS_Base-Public/virtualdirectory/Resources/Config/Default



SOLUTIONS?

In order to address this stop and go critical situation for evacuation conditions on Bell Road between Auburn Valley/Lone Star Road on the north and Joeger Road on the south, the intersection needs to be redesigned.

Roundabout? A roundabout is a bad idea, because it would favor Joeger Road WB traffic only, and cause Bell Road SB and Joeger Road EB to be delayed indefinitely.

Traffic Signal? The volume of traffic at this intersection does not meet the standard warrants of minimum volumes to install a signal. The cost of a traffic signal is also very high. It would only offer better throughput, but would not add any additional lane capacity, which is needed the most.

FIGURE 6B. SIMTRAFFIC MICROSIMULATION MODEL, WILDFIRE EVACUATION AT BELL RD & JOEGER RD. 4 CARS / MIN THROUGHPUT, ONLY 240 VEHICLES PER HOUR, BUT DEMAND IS 400+

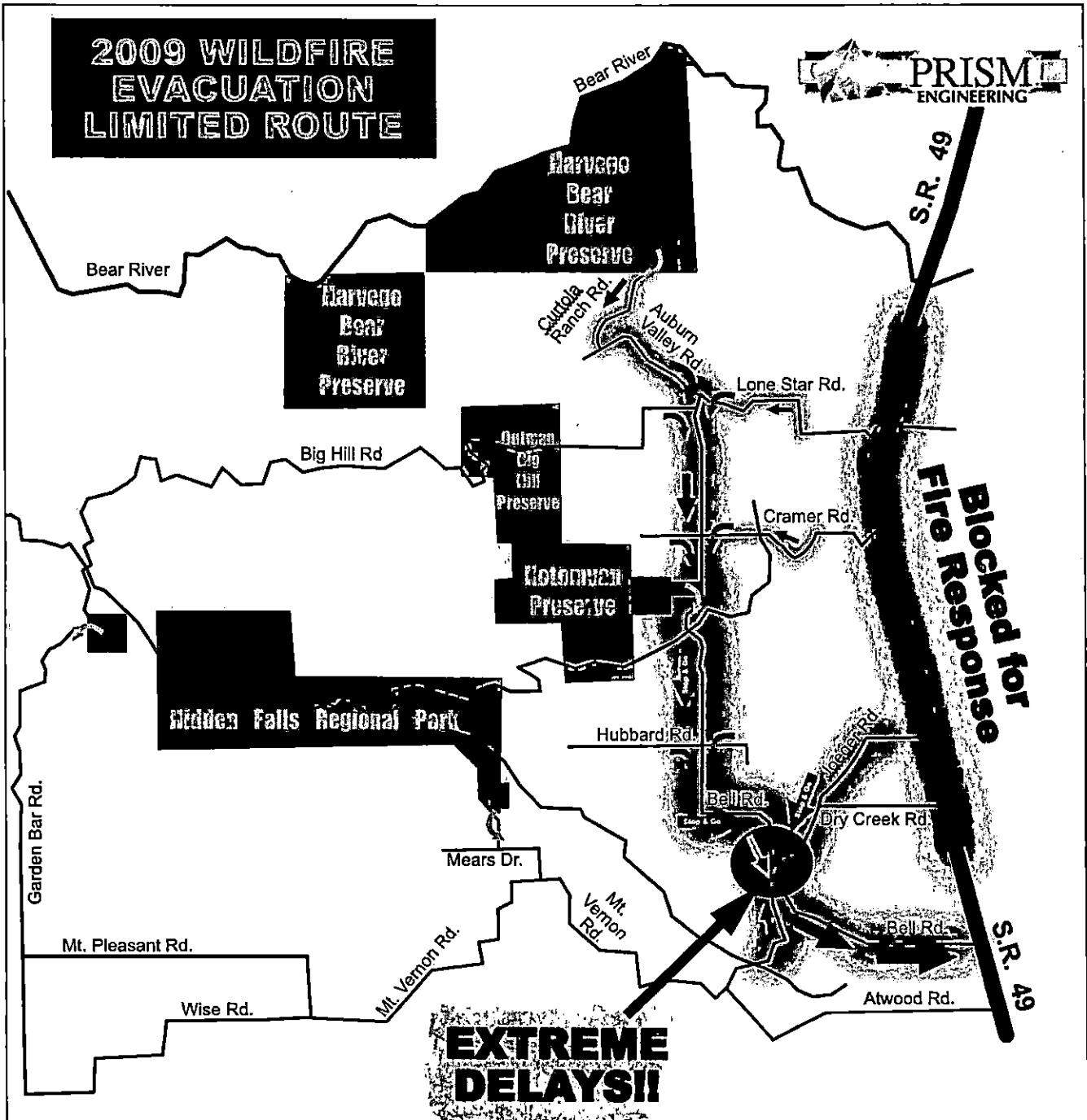


FIGURE 6C. EMERGENCY TRAFFIC CONTROL CONCEPTS



The microsimulation results using SimTraffic software indicate that only 240 cars per hour can get through the Joeger Road intersection during a wildfire evacuation scenario. This was also verified independently from anecdotal observations of 3 mph stop and go conditions back in 2008 during the wildfire that closed SR 49 during the fire. If only 240 cars per hour can get out, then mitigations and alternative solutions are needed to prevent this delay. The last thing to do to this road is add two new parking lots for the park expansion that would hold nearly 300 vehicles, to add to the 400 demand that is already there. This would make the total volume 700 vehicles trying to get out in case of fire, and this would be nearly a doubling of traffic volume that was already a serious danger and problem. Figure 6D has been prepared to show what the specific evacuation constraints are for Bell Road at Joeger Road during a wildfire evacuation and where SR 49 is closed.

FIGURE 6D. 2009 WILDFIRE EVACUATION FLOWS AND CONSTRAINTS



Prepared by PRISM Engineering

FINDING #10: THERE IS A VIABLE ALTERNATIVE ACCESS TO THE HIDDEN FALLS REGIONAL PARK EXPANSION, TO AVOID IMPACTING BELL ROAD EVACUATION

The County did not seek for project-related solutions to the safety and emergency evacuation problem that now exists in the County, a condition that has been identified by the County as the most significant and potentially catastrophic emergency situation in the County. Solutions to lessening these fire evacuation impacts are imperative, and since viable alternatives to the proposed parking locations are possible, these should be planned and further explored. A parking lot that creates dangerous impacts to wildfire evacuation procedures should be eliminated if possible.

It is possible to adjust the plan for the Hidden Falls Regional Park expansion to avoid impacting Bell Road unnecessarily. It is possible to have an alternative access road from SR 49 north of Lone Star Road at Overhill Drive. Figure 6E shows a potential alignment for this route connecting SR 49 to the Harvego Bear River Preserve lands, where additional parking can be installed, and this takes much of the impact way from Bell Road, which is already over capacity for emergency evacuation, serving literally several hundreds of homes.

FIGURE 6E. ALTERNATIVE ACCESS TO HIDDEN FALLS REGIONAL PARK EXPANSION



There is already an offer of dedication for these parcels to make the new access road possible.

The development of a more direct access road, as well as higher levels of parking to the north in the Harvego Bear River Preserve lands, would help to minimize the impacts to the local road system on Bell Road and Mt. Vernon Road, as well as Dog Bar Road. It would take the impact of the project directly to SR 49, and a signal would most likely be warranted, mitigating the traffic impact with a single location for future parking spaces.

The concept plans to expand parking at the locations as shown in the SEIR would be a significant and severe impact to traffic and local resident safety under an emergency wildfire evacuation order, especially to Bell Road.

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

WINERY Traffic Study	Hidden Falls SEIR
<p>1</p> <p>SR 49/ Cramer Rd</p>	<p>2</p> <p>SR 49/ Cramer Rd</p>

Note how these volumes are exactly the same for Cramer Rd/ SR 49. However, weekday numbers in the Winery TIS said it was for Thursday, and the HF SEIR said it was for a Friday.

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

ALL TRAFFIC DATA

City of Auburn
All Vehicles & Uturns On Unshifted
Nothing On Bank 1
Nothing On Bank 2

(916) 771-4700
aaron@atbys.com

0090-09
File Name : 16-7716-001 SR 49 & Lone Star Rd
Date : 10/8/2016

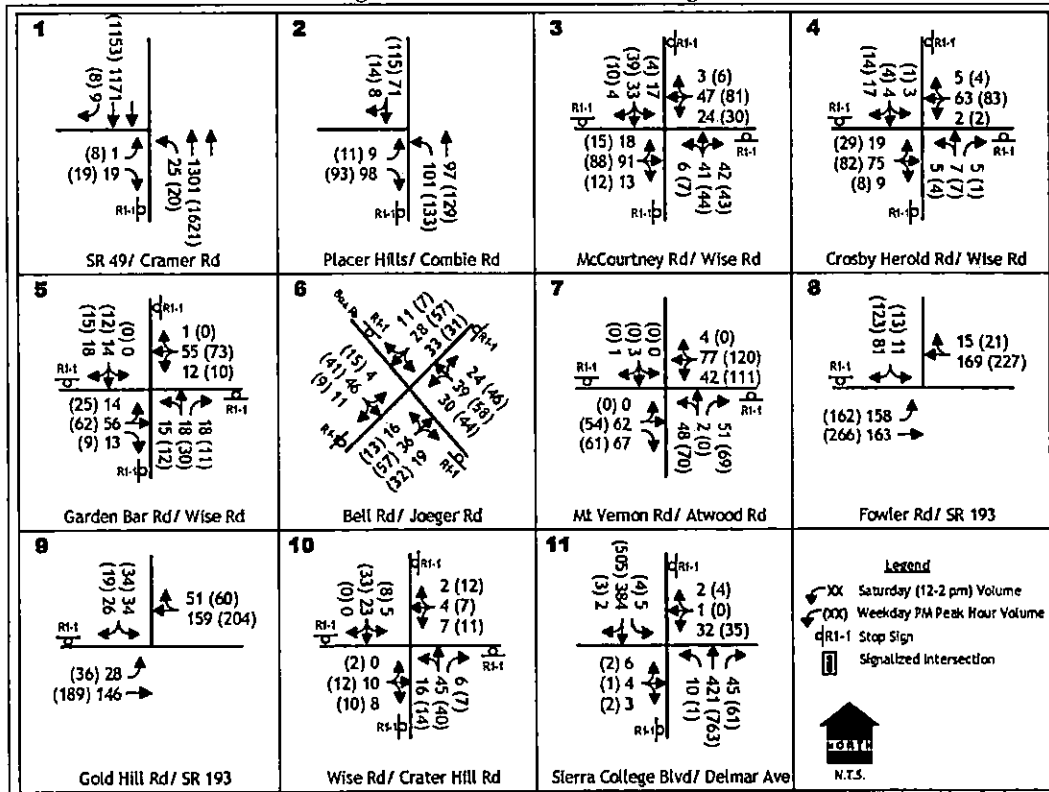
Unshifted Count = All Vehicles & Uturns																						
SR 49 Southbound						Lone Star Rd Westbound					SR 49 Northbound					Lone Star Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Total	Uturns Total
9:00	1	238	2	0	239	8	0	0	0	9	0	132	4	0	149	3	0	12	0	15	412	0
9:15	5	233	1	0	239	5	2	2	0	9	3	149	1	0	153	1	1	8	0	10	411	0
9:30	1	247	1	0	249	14	0	2	0	16	4	188	7	0	199	0	0	5	0	5	470	0
9:45	1	307	0	0	308	11	0	0	0	11	7	195	4	0	206	3	0	9	0	9	534	0
Total	8	1023	4	0	1035	36	2	7	0	45	20	671	16	0	707	7	1	32	0	40	1827	0
10:00	3	293	1	0	297	9	0	2	0	11	3	225	2	1	231	0	0	11	0	11	550	1
10:15	0	343	4	0	347	8	0	8	0	16	5	199	7	0	208	2	1	9	0	12	561	0
10:30	2	304	1	0	307	13	1	3	0	17	5	239	7	0	251	0	0	11	0	11	568	0
10:45	0	356	4	0	360	9	0	1	0	10	9	229	4	1	243	1	0	9	0	10	633	1
Total	6	1296	10	0	1311	39	1	12	0	52	22	699	20	2	743	3	1	40	0	44	2350	2
Grand Total	13	2319	14	0	2346	75	3	19	0	97	42	1570	38	2	1650	10	2	72	0	84	4177	2
Approach %	0.5%	56.8%	0.6%	0.0%		77.3%	3.1%	18.6%	0.0%		2.5%	52.6%	2.2%	0.1%		11.9%	2.4%	53.7%	0.0%			
Total %	0.3%	55.6%	0.3%	0.0%		56.2%	1.8%	0.1%	0.5%	0.0%	2.3%	1.0%	37.6%	0.9%	0.0%	39.5%	0.2%	0.0%	1.7%	0.0%	2.0%	100.0%

SR 49 Southbound					Lone Star Rd Westbound					SR 49 Northbound					Lone Star Rd Eastbound						
AM PEAK HOUR	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	TOTM
Peak Hour Analysis From 10:00 to 11:00																					
Peak Hour For Entire Intersection Begins at 10:00																					
10:00	3	293	1	0	297	9	0	2	0	11	3	225	2	1	231	0	0	11	0	11	550
10:15	0	343	4	0	347	8	0	8	0	16	5	199	7	0	208	2	1	9	0	12	561
10:30	2	304	1	0	307	13	1	3	0	17	5	239	7	0	251	0	0	11	0	11	586
10:45	0	358	4	0	362	9	0	1	0	10	9	229	4	1	243	1	0	9	0	10	633
Total Volume	5	1298	10	0	1314	39	1	12	0	52	22	699	20	2	743	3	1	40	0	44	2350
% App Total	0.4%	58.8%	0.8%	0.0%	59.6%	15.0%	1.5%	23.1%	0.0%	23.0%	2.3%	52.2%	2.1%	0.2%	39.5%	8.8%	2.3%	53.9%	0.0%	2.0%	100.0%
PHF	.417	.910	.625	.000	.910	.750	.250	.500	.000	.765	.811	.840	.714	.500	.932	.375	.250	.009	.000	.917	.928

Traffic Counts from Winery TIS for Saturday and Weekday:

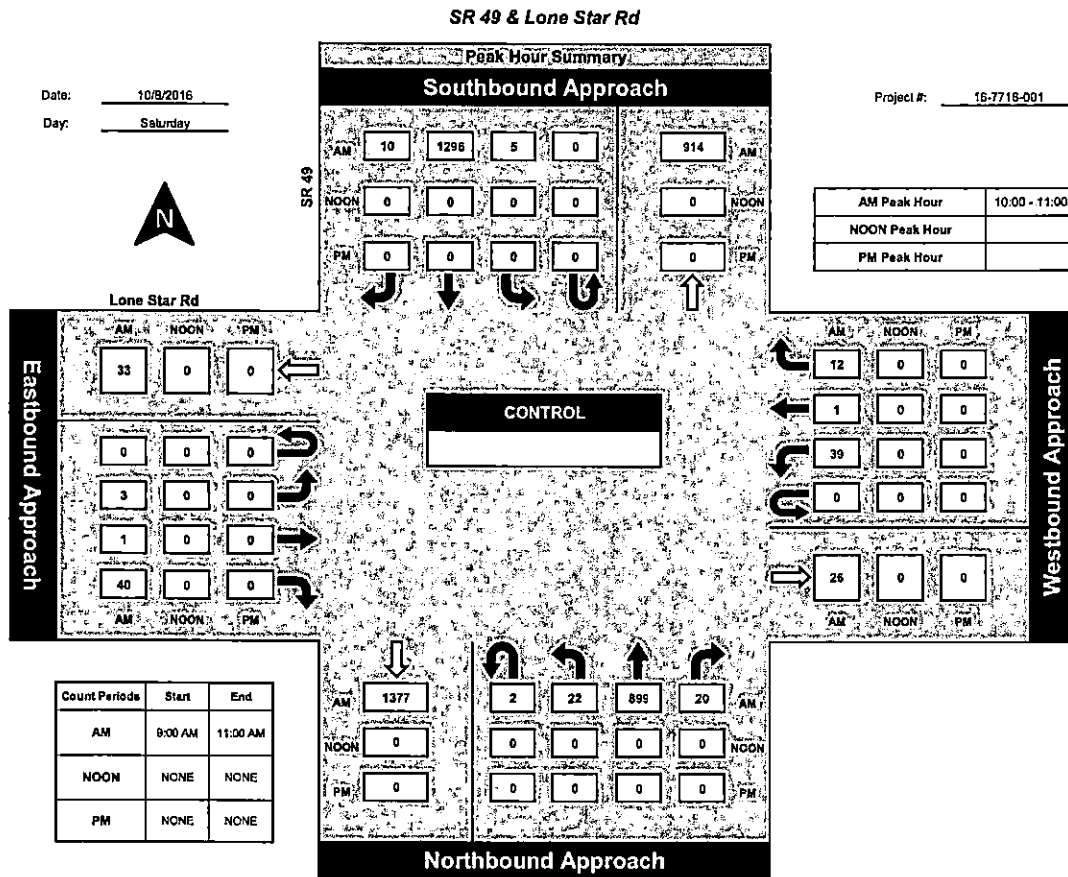
DRAFT EIR
WINERY AND FARM BREWERY ZONING TEXT AMENDMENT PROJECT
APRIL 2019

Figure 10-3
Existing Traffic Volumes and Lane Configurations

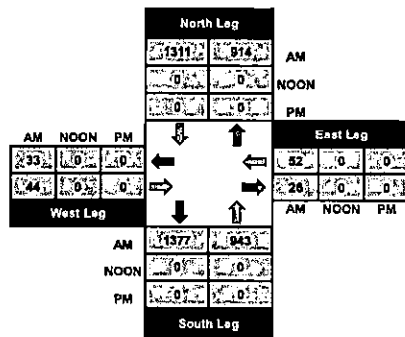


Source: KD Anderson & Associates, Inc., 2019.

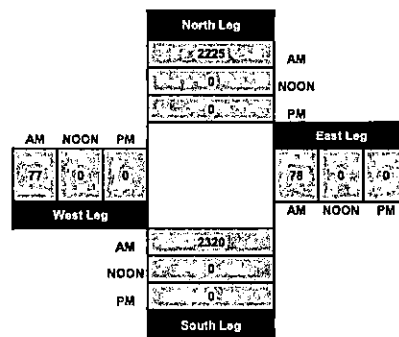
TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY



Total Ins & Outs



Total Volume Per Leg



TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

APPENDIX

Key output calculation sheets and data summaries from SEIR Traffic Study.

HCM 6th TWSC

1: SR 49 & LONE STAR RD

EXISTING SATURDAY

03/18/2019

Intersection													
Int Delay, s/veh													
4.9													
Movement													
EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR													
Lane Configurations													
Traffic Vol, veh/h													
3 1 40 39 1 12 24 899 20 5 1296 10													
Future Vol, veh/h													
3 1 40 39 1 12 24 899 20 5 1296 10													
Conflicting Peds, #/hr													
0 0 0 0 0 0 0 0 0 0 0 0 0													
Sign Control													
Stop Stop Stop Stop Stop Stop Free Free Free Free Free Free Free													
RT-Channelized													
- - None - - None - - None - - None													
Storage Length													
- - 60 - - 60 300 - 200 300 - -													
Veh in Median Storage, #													
- 0 - - 0 - - 0 - - 0 - -													
Grade, %													
- 0 - - 0 - - 0 - - 0 - -													
Peak Hour Factor													
93 93 93 93 93 93 93 93 93 93 93 93													
Heavy Vehicles, %													
2 2 2 2 2 2 2 6 2 2 6 2													
Mvmt Flow													
3 1 43 42 1 13 26 967 22 5 1394 11													

Major/Minor													
Minor2 Minor1 Major1 Major2													
Conflicting Flow All													
1940 2445 697 1727 2434 484 1405 0 0 989 0 0													
Stage 1													
1404 1404 1019 1019													
Stage 2													
536 1041 708 1415													
Critical Hdwy													
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3.52 4.02 3.32 3.52 4.02 3.32 2.22 2.22													
Pot Cap-1 Maneuver													
39 31 383 57 31 529 482 695													
Stage 1													
147 204 254 313													
Stage 2													
496 305 392 202													
Platoon blocked, %													
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35 29 47 29													
Stage 1													
139 203 240 296													
Stage 2													
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Approach													
EB WB NB SB													
HCM Control Delay, s													
26 195.6 0.3 0													
HCM LOS													
D F													
Minor Lane/Major Mvmt													
NBL NBT NBR EBL EBT EBR WBL WBT WBR SBL SBT SBR													
Capacity (veh/h)													
482 33 383 46 529 695													
HCM Lane V/C Ratio													
0.054 0.13 0.112 0.935 0.024 0.008													
HCM Control Delay (s)													
12.9 129.8 15.6 250.7 12 10.2													
HCM Lane LOS													
B F C F B B													
HCM 95th %ile Q(veh)													
0.2 0.4 0.4 3.8 0.1 0													

ABOUT THE AUTHOR

Grant P. Johnson is a private consulting civil engineer, specializing in traffic engineering, who prepares technical traffic engineering reports as well as practices as an Expert Witness for Traffic Engineering. He received a Bachelor of Science degree in Civil Engineering from California State University, Sacramento in May 1984. Since December 1987, he has been a Registered Traffic Engineer in California. Since 2000, he has been the sole proprietor of PRISM Engineering. His experience specifically relates to the following areas: traffic engineering; traffic safety; traffic operations; transportation planning; signal design and operations; intersection layout and design; signing and striping plans; microsimulation traffic modeling; and, authoring transportation studies. Each of these disciplines are specifically qualified by the traffic engineering licensure.

He is very familiar with traffic and transportation engineering principles and methods, specifically including, the FHWA Manual on Uniform Traffic Control Devices ("MUTCD"), the American Association of State Highway and Transportation Officials ("AASHTO") Green Book, Complete Streets, Caltrans Design Manual, and other FHWA documents. In addition, he is very familiar with various professional software programs being used in the traffic engineering and transportation planning profession, including, Synchro, SimTraffic, AutoCAD, TransCAD, and Highway Capacity Manual ("HCM"), many of which were used in this traffic study review.

He is also very familiar with official Traffic Collision Reports, and the Statewide Integrated Traffic Records System ("SWITRS") accident reports.

<http://www.prism.engineering/experience.html>

FINDING #12: TWILIGHT RIDE PROPOSED LEFT TURN POCKET IS DEFICIENT.

The SEIR traffic study recommends that a left turn lane will be required at the Twilight Ride site. The study further states that 75% of the Twilight Ride parking supply could be created before a left turn lane was needed. This may or may not be true, but based on Finding #8 on Trip Generation Issues, it is likely that the turn pocket would be needed much sooner since the assumptions for "need" were based on an assumed level of traffic going in and out of the parking lot area (which in our view are likely way underestimated, See Finding #8 for more detail).

The SEIR study further states that "the Highway Design Manual states that the entry bay taper should be long enough to accommodate storage for a two-minute accumulation of turning cars, or a minimum of two vehicles. A full 40 mph design would have a bay taper and lane that totaled 365 feet. In addition to the lane itself, a transition area is needed at each end to create the lane. Depending on whether the lane is created by widening on one or both sides of centerline, these transitions are 320 or 160 feet long for 40 mph design."

Conclusion: a 365 left turn pocket plus a 320 foot long road-widening taper would be needed most likely on the east side for northbound traffic, for a total distance of about 700 feet back of the Twilight Ride parking lot entrance. Our field survey of the location, as well as our video recorded drive through shows that there are significant horizontal and vertical sight distance constraints for northbound Bell Road traffic starting at 700 feet south of the proposed parking lot driveway. It is our view that based on the trip generation probability that the left turn pocket would be needed on opening day. The horizontal and vertical sight distance constraints for northbound Bell Road traffic related to the proposed left turn pocket are as follows:

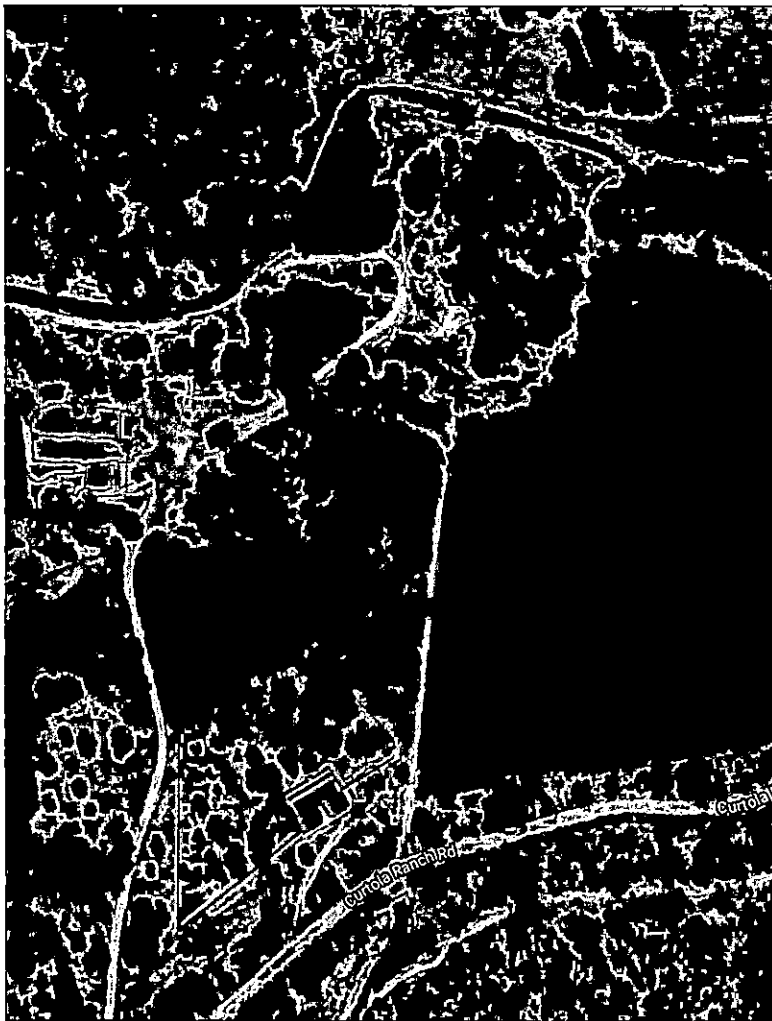
The roadway at this point is at the end of a horizontal curve to the right, then 350 feet later, the roadway meets a crest and the road ahead cannot be seen from before this point, so there is only 350 feet of stopping sight distance (for cars coming out of parking lot). The crest on Bell Road at that midpoint of the left turn pocket and taper is also on a horizontal curve to the left, so that a driver can not completely see ahead because of trees and bush obstructions to sight on the left or west side of the road before the driveway location. These obstructions do not disappear until a vehicle is only 250 away from the driveway. Previous Finding #2 stated that *A truck with trailer going 40 mph* on a flat road needs 500 feet. This would mean that there is not sufficient stopping sight distance available at this location, and it is a poor location to install a parking lot given the vertical and horizontal sight distance constraints (not within AASHTO Green Book standards or Caltrans Highway Design Manual standards for stopping sight distance), or even within roadway grade constraints which were not even added in here. If grade is also considered for the minimum 6% grade that exists in the southbound direction of Bell Road approaching this proposed driveway, once again stopping sight distance becomes an issue for trucks with trailers.

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

The capacity of the local roads is already severely and dangerously limited for these scenarios, and has failed previously. The problem is already known and identified as potentially catastrophic in the Placer County risk management plans. Significantly increasing the number of vehicles to the local roads, in light of an evacuation scenario is not acceptable. There are other issues as well having to do with horizontal and vertical sight distance constraints, as well as narrow roads that restrict two-way traffic. The sub-standard road widths in the area are numerous.

FINDING #11: CURTOLA RANCH ROAD PARKING SPACES WILL SIGNIFICANTLY ADD TO THE WILDFIRE EVACUATION PROBLEM, AND IS A CEQA SAFETY IMPACT TO THE ENVIRONMENT.

One of the proposed parking lots for the Hidden Falls expansion is located at the end of Curtola Ranch Road and



across an earthen dam (not engineered for traffic, especially heavy traffic). The earthen dam has only one lane and is shown in the figure to the left. The dam is on the left edge of the large pond, connecting with Curtola Ranch Road on the south side of the pond. If the engineering challenges were the only problem, this wouldn't be so bad, but the very location of this proposed parking lot places any emergency evacuation pathway directly merging with Bell Road.

The proposed parking lot at this location on the north side of the earthen dam is for 119 regular spaces, 5 ADA, and 10 equestrian spaces.

The location of this parking lot should be eliminated as an alternative, as it will create a dangerous impact to wildfire evacuation, which requires exiting to Bell Road only, which was severely over-capacity in the last wildfire, with over 1.5 hour delays. By adding the proposed Twilight Ride and Curtola Ranch parking lot vehicles into the mix of an already failing condition, the

impacts are potentially catastrophic to life itself, as the 1.5 hour unacceptable previous evacuation delays would most likely increase to 3 hours, and many motorists would not make it out in time with a fast spreading fire.

TO: Placer County Board of Supervisors, Placer County Planning Commission,
Community Resource Development Agency, Placer County Parks Division.

FROM: Joe Parisi, 8860 Auburn Valley Road, Auburn, CA 95602.

SUBJECT: HIDDEN FALLS REGIONAL PARK (HFRP) EXPANSION DSIER.

Reference (a): Telephone conference call, same subject, dated March 19, 2020, and my follow up document submitted as evidence.

Thank you for the opportunity to comment and document my concerns regarding the subject.

This amendment to the Reference (a) document is submitted because of the time constraint of Reference (a), and additional significant and critical concerns with the subject that I believe must also be disclosed:

WILDFIRE EMERGENCY SAFETY EVACUATION PROBLEM

1. The subject unconscionably omits that Placer County identifies wildfire as the highest risk/hazard in the area, and is ranked as the highest priority of SIGNIFICANCE by Placer County, and since the possibility is ranked as LIKELY, with the potential ranked as CATASTROPHIC, roadway conditions should be of the highest priority; however, the County knows, has identified, can foresee, and intends to access HFRP via Auburn Valley Road and Curtola Ranch / Driveway Road.
2. Auburn Valley Road is land belonging to the Auburn Valley Property Owners Association as a private road within the Auburn Valley Subdivision. It connects to Bell Road in the north and is not a through road ending at the Golf Course in the south. The road was not intended, designed or built for street or highway public access. It was intended, designed and built as a private road for the Subdivision Lot owners, with rights of ingress and egress to the Lot Owners their licensees, visitors, tenants, and servants. Additionally, the road was intended, designed, and built to support the Subdivision normal and winter storm water flow, and not for street or highway public access, or an additional 560 public vehicle daily use / burden. Curtola Ranch Road / Driveway is a private road, converted driveway 700' long, consisting of four parcels on seven acres. It connects to Auburn Valley Road in the East and after 700' extends west on a one way dirt / gravel road to farm and residential property. It was intended, designed, and built for only four Parcel Owners and farm maintenance and management personnel, not for street or highway public access or 560 public vehicle daily use / burden.
3. The subject documents an existing dam, where staging locations at each end of the one-lane road section exists, but neglects to document the other existing dam, the Otto dam. The Otto Pond, dam, and Curtola Ranch Road / Driveway are on the four parcels private property. The Otto dam is one of 14 Subdivision and Golf Course water system man made ponds, intended, designed and built for water flow from pond to pond, through and under the Otto pond, dam, and Curtola Ranch Road / Driveway to ponds on the Golf Course back nine. It was not intended, designed or built for street or highway public access, or an additional 560 public vehicle daily use a day. Only for Subdivision Lot, Parcel Owners, and Farm and Resident vehicle use.

The subject does not disclose the road and dam geographic impact, potential necessary additional road improvements, street and highway public use, and impact to the dam that holds back 5.2 acres, average depth of 11', and is estimated to have a depth of 25' to 30' of water in this section of road that is a threat to life and residence, just 75' from the dam.

4. Additionally, wildfire evacuations from Curtola Ranch Road and Auburn Valley Road will be constrained by other local area roads merging on to Bell Road, (chokepoints), Lone Star Road, Big Hill Road, Cramer Road, Hubbard Road, and Joeger Road, combined with all of the roads having serious geographic issues, resulting in impacts that are potentially blocking emergency wildfire response personnel and catastrophic to life itself.
5. Overlay the Paradise Camp Fire on Curtola Ranch / Driveway, Auburn Valley Road, to Bell Road Wildfire Evacuations, then consider 1, 2, 3, 4 above with an additional 560 vehicles increasing the evacuation time during the 49er fire from 1.5 hour previous evacuation to a most likely increase to 3 hours. A most likely loss of Placer County Residents life and damage to Placer County Residents Property that appears to not matter enough to be included in the subject, or to the Placer County Board of Supervisors, Placer County Planning Commission, Community Resource Development Agency and Placer County Parks Division.

Respectfully submitted,

Joe Parisi

State Board of Equalization
P.O. Box 942879
Sacramento, CA 94279-0001

July 25, 2020

Dear Customer Representative,

The Fiscal Year Fire Prevention Billing Fee is documented to provide a stable source of funding for vital fire prevention for activities, one being emergency evacuations planning.

Please mail a copy of the current fire emergency evacuation plan for the area of the Auburn Valley Subdivision, located in Auburn at the intersection of Auburn Valley Road, Bell Road and Lone Star Road.

This request is based on my experience during the Auburn emergency evacuation of the 49er fire, and surching for evacuation improvements gained from that occasion.

Thank you for your consideration and response.

Joe Parisi
8860 Auburn Valley Road
Auburn, CA 95602
(530) 269-8278

...understand being the only persons having any record title interest in the herein subdivided land hereby consent to the preparation and recording of this plan of AUBURN VALLEY SUBDIVISION UNIT NO. 1, consisting of three (3) acres and more or less, and that the said subdivision does not constitute any portion of the interest in the lands of the DEWEY-ELMAY COURT and AUBURN VALLEY 2000 acre parcel, and are so designated upon the map with the title "Private Roads" reserved to the undersigned, its assigns and successors to be held until such time as the County of Placer may permit, require or request that said roads be dedicated to the County at which time the undersigned or the successors in interest shall so dedicate the same. Rights of ingress and egress to the subdivided lands are hereby reserved to the undersigned, its assigns and successors, and the same shall be subject to the same rights of ingress and egress, rights of way and easements as hereby granted as follows:

(a) To traverse, across and under the strips of land shown as "Private Roads" and "Public Utility Easements" (a.u.e.s.) to the appropriate Company, Corporation, association or Public Body for the installation and maintenance of poles, overhead and underground wires and conduits and all appurtenances thereto and for the installation and maintenance of the same, together with the right to trim or remove trees therein where necessary;

(b) To traverse, across and under the strips of land shown as "Private Roads" to the appropriate Company, Corporation, association or Public Body for the installation and maintenance of gas, drainage and sewer pipes and all appurtenances thereto, together with the right to trim or remove trees therein where necessary;

(c) To remove trees therein where necessary if land shown as "Private Easements" to the appropriate Company, Corporation, association or Public Body, for the installation and maintenance of sewer pipes and all appurtenances thereto, together with the right to trim or remove trees therein where necessary;

(d) To traverse, across and under the strips of land shown as "Private Easements" (a.u.e.s.) to the appropriate Company, Corporation, association or Public Body for the installation and maintenance of drainage pipes and all appurtenances thereto, together with the right to trim or remove trees therein where necessary;

(e) To the several Utility Companies for the installation of poles for overhanging wires, cables or conduits over those areas indicated on the map as "Overhang Easement" together with the right to trim or remove trees therein where necessary.

AUBURN VALLEY CORPORATION, a California Corporation
Walter G. Stephens
 President

State of California } ss.
 County of Placer }
 The Planning Commission of Placer County, State of California, on this day of April, 1961, did approve this map consisting of three (3) acres and more or less, and entitled AUBURN VALLEY SUBDIVISION UNIT NO. 1.

Walter G. Stephens
 Secretary, Planning Commission
Walter G. Stephens
 Chairman, Planning Commission
Walter G. Stephens
 Secretary, Planning Commission
Walter G. Stephens
 Chairman, Planning Commission

State of California } ss.
 County of Placer }
 The Board of Supervisors of Placer County, State of California, on this day of April, 1961, approved this map consisting of three (3) acres and more or less, and entitled AUBURN VALLEY SUBDIVISION UNIT NO. 1, and did sign and seal it on behalf of the public as a proper instrument of record.

Walter G. Stephens
 Chairman, Board of Supervisors
Walter G. Stephens
 Secretary, Board of Supervisors

Accepted for record and filed in the office of the Recorder of Placer County, State of California, at the request of THE PLACER COUNTY TITLE COMPANY and minutes passed at 10:00 a.m. on the day of April, 1961, and recorded in Book 5 of Maps of Placer County, No. 6478.

Walter G. Stephens
 Recorder of Placer County
 State of California

Date: April 12, 1961

State of California } ss.
 County of Placer }
 I, Walter G. Stephens, do hereby certify that there are no liens for unpaid State, County, or local taxes or special assessments against the land included in the within subdivision excepting taxes not yet due or payable. I estimate the latter not to exceed \$0.00.

Walter G. Stephens
 Auditor of Placer County
 State of California

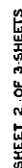
Walter G. Stephens
 Auditor of Placer County
 State of California

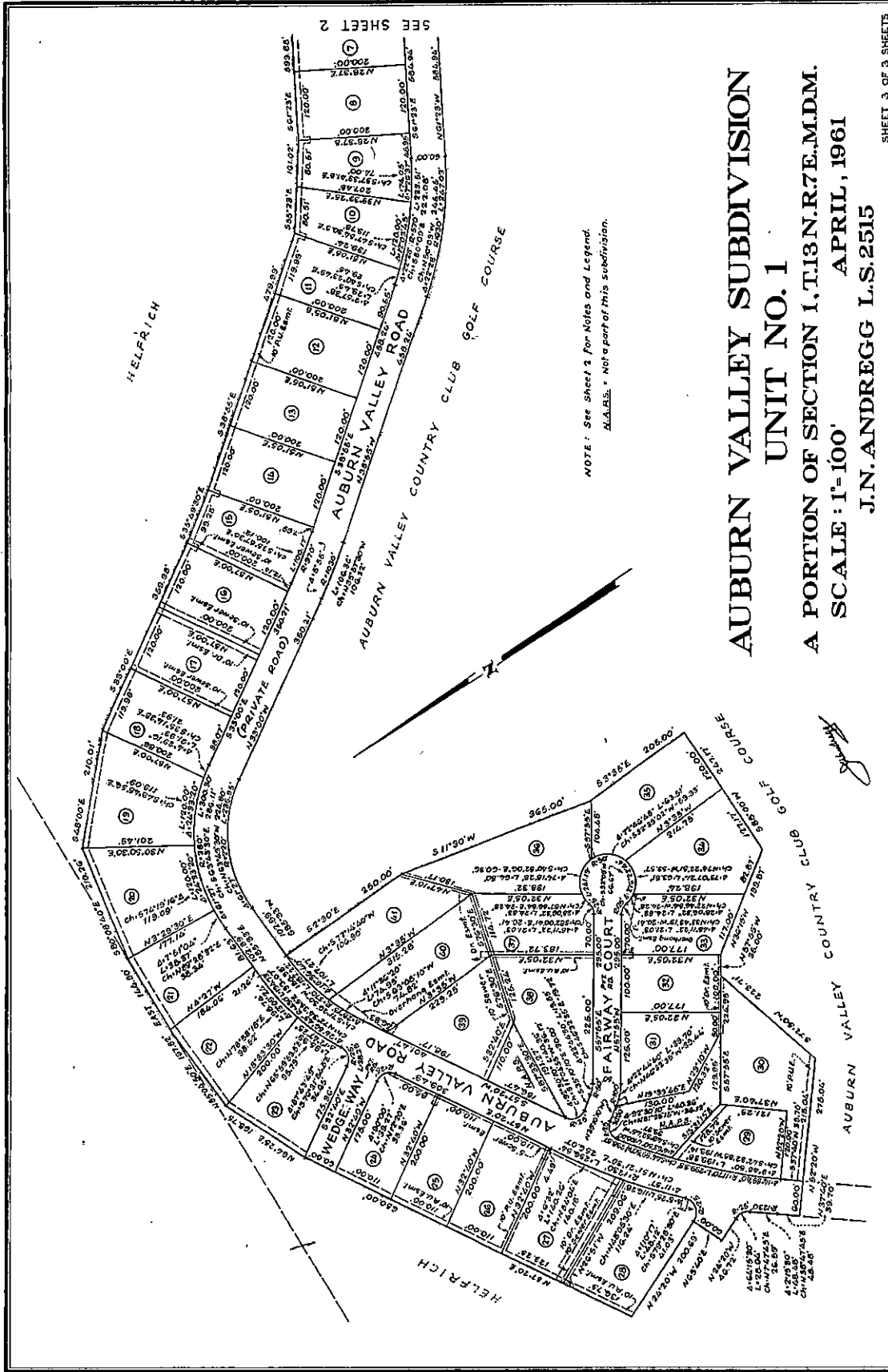
MY COMMISSION
 EXPIRES April 12, 1963

Walter G. Stephens
 Auditor of Placer County
 State of California

AUBURN VALLEY SUBDIVISION UNIT NO. 1

A PORTION OF SECTION 1, T.13 N. R.7 E. M. D. M.
 J. N. ANDREGG L.S. 2515
 APRIL, 1961





Sue Colbert

From: sheryl canutt <canuttsrus@caltel.com>
Sent: Tuesday, October 13, 2020 11:00 AM
To: Sue Colbert
Subject: [EXTERNAL] attn: Sue Colbert , Planning Commission Clerk

Re: Hidden Falls Expansion,

My family are active dog walkers and horseback riders of the Hidden Falls trails. We support the Hidden Falls Expansion Reduced Plan and encourage your approval. 99% of the 500,000 residents of Placer County will appreciate the open space and additional trails for our future. The reduced plan more than addresses the neighbors needs.

Sheryl Canutt
canuttsrus@caltel.com
3951 Loray Lane, Auburn, CA 95602

October 14, 2020

VIA E-MAIL [scolbert@placer.ca.gov]

Honorable Anders Hauge, Chair and
Members of the Planning Commission
County of Placer
3091 County Center Drive, Suite 190
Auburn, CA 95603

Re: Hidden Falls Regional Park Trails Expansion Project

Dear Chair Hauge and Members of the Planning Commission:

We write on behalf of our clients, Peter and Jacqueline Caswell, in regard to the proposed Hidden Falls Regional Park Trails Expansion Project (the “Project”). As noted in our May 19, 2020 letter, the Caswells have significant concerns with the adequacy of the Subsequent Environmental Impact Report (“SEIR”) prepared by Placer County (the “County”) for the Project. The Caswells do, however, support the reduced version of the Project (the “Reduced Project”) recommended by Staff of the County’s Parks Division. Accordingly, we respectfully urge the Commission to recommend approval of the Reduced Project to the County Board of Supervisors.

The Caswells’ property is located immediately adjacent to the Harvego Bear River Preserve (“HBRP”). Full build-out of the Project would have resulted in 120 parking spaces, 10 equestrian trailer spaces, a permanent restroom building, a helipad, and a 12,000 gallon water tank immediately adjacent to the Caswell land. By comparison, the Reduced Project would maintain the existing status quo at HBRP, allowing for 12 docent-led tours per year with no permanent parking or related improvements. The Reduced Project would still provide the public with 30 miles of additional trails, accompanied by three access points for the different areas of the trail system.¹ Access to the HBRP by pedestrians, equestrians, and bicyclists originating from other HFRP areas would be allowed with a backcountry access permit administered by the County’s Parks Division.

As to the full Project, the SEIR (1) is an improper subsequent environmental document and should have been prepared as a stand-alone EIR, (2) fails to analyze the impacts of the “whole of the project,” as required by the California Environmental Quality Act (“CEQA”), (3) fails to adequately analyze the full Project’s significant traffic, air quality, noise, and other impacts, (4) improperly defers mitigation, (5) fails to analyze a reasonable range of alternatives to the Project, and (6) omits a detailed discussion of cumulative impacts. The full Project is also inconsistent with the County’s General Plan as detailed in our May 19, 2020 letter.

¹ Contrary to statements in the staff report and accompanying resolution and findings, only two of these three access points are “new”—Garden Bar 40 and Twilight Ride. At the existing Mears Place parking area, 25 additional parking spaces would be added as part of the Reduced Project.

Hon. Anders Hauge, Chair and
Members of the Planning Commission
October 14, 2020
Page 2

We have reviewed the County's responses to ours and other comments on the Draft SEIR. We do not believe that they adequately address the significant environmental impacts of the full Project. The County's proposed responses to thousands of comments from nearly 500 commenters is contained in a mere 18 pages. (Final SEIR, Section 3.0.) This does not reflect a good faith effort at full disclosure, as required by CEQA. (*See, e.g.*, CEQA Guidelines § 15204(a).) For instance, there is no substantive response to the comments that the Harvego road improvements alone would require more than 15 times the amount of grading than that assumed by the SEIR.² This gross underestimation undermines many, if not most, of the SEIR's impact conclusions. Because the SEIR and associated CEQA Findings are deficient as to the full Project, the County may not lawfully rely on them to approve the full Project.

The resolution proposing to certify the SEIR should thus only refer to the Reduced Project and the Reduced Project Approvals. It should also be made clear in the CEQA Findings that those findings only apply to the Reduced Project. Page 7 of the CEQA Findings incorrectly refers to a helipad at HBRP. No such helipad is proposed as part of the Reduced Project. On page 62, the CEQA Findings should be revised to read: "Based on impacts identified in the SEIR and throughout this findings document, the County finds that the HFRP Trails Expansion Reduced Project is the most desirable, feasible, and appropriate, and therefore rejects the Project and other alternatives as described in the SEIR."

The proposed conditions of approval likewise require revision to reflect the Reduced Project. The third bullet under Condition No. 1 states that the CUP Modification covers "utilizing the existing parking and access at Harvego Preserve off Curtola Ranch Road for access to the northern areas of the expanded trails network" This is not accurate. Under the Reduced Project, the existing parking and access off Curtola Ranch Road will only be made available for 12 docent led tours per year. Please strike this language from the conditions. Similarly, revise Condition 83 to read: "Parking areas will be limited to the general locations and sizes depicted in the Hidden Falls Regional Park Trails Expansion Project Final SEIR, and as described further in Condition of Approval number 1."

Revise the second sub-bullet of the fourth bullet under Condition 1 to read: "Utilization of the current parking area graded dirt area at the north end of Curtola Ranch Road (allows parking for approximately 18 vehicles) at the Harvego Preserve for docent-led tours only, 12 times per year."

The description of the management areas is somewhat different from how these areas are described in the SEIR. Condition 1 states that the management areas are depicted on Exhibit A. Yet no such exhibit is attached to the conditions. We request that you make copies of the referenced exhibit available for public review now.

² These comments were supported by a detailed report prepared by Milani & Associates. (Final SEIR, pp. 2-338 *et seq.*) The Final SEIR acknowledges the Milani report, but wrongly claims the comments lack evidentiary support. (Final SEIR, pp. 2-348, 2-355, 2-358.)

Hon. Anders Hauge, Chair and
Members of the Planning Commission
October 14, 2020
Page 3

Revise Condition 1.A.i to read: “No development of new parking areas and no construction of supporting facilities.” Add a new subsection under Condition 1.A to clarify the allowed uses in the HFRP: “Permitted uses include only recreational uses (hiking, bicycle riding, and horseback riding) subject to issuance of a backcountry access permit (maximum of 27 per day) as well as grazing, agriculture, and docent-led tours (maximum of 12 per year).”³

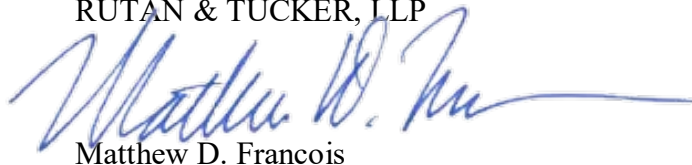
Revise Condition 1.E to read: “Facilities common to all management areas (except Bear River Backcountry Management Area.” In the text following Condition 1.E, explain what is intended by the reference to conflicts between the conditions and the County’s Park Ordinance, with the Park Ordinance taking precedence. The permit cannot be automatically amended by changes to the Park Ordinance and such a provision conflicts with other language requiring modifications to be processed through an amended use permit and further environmental review. Please review and revise this language.

In sum, the Caswells support Staff’s recommendation of the Reduced Project and urge the Commission to likewise recommend approval of the Reduced Project to the County Board of Supervisors, with the revisions to the conditions of approval noted above.

Thank you for your consideration of our clients’ views on these important matters. Representatives of the Caswells will be in attendance at your October 22, 2020 hearing on the Project. In the meantime, please do not hesitate to contact me with any questions regarding this correspondence.

Very truly yours,

RUTAN & TUCKER, LLP



Matthew D. Francois

cc (via e-mail):

Peter & Jacqueline Caswell
Lloyd Harvego
Kathryn Oehlschlager, Esq.
Honorable Cindy Gustafson and Members of the Board of Supervisors
Lisa Carnahan, Senior Planner
Andy Fisher, Parks Administrator
Karin Schwab, Esq., County Counsel

³ To avoid trespass on neighboring lands and to ensure persons with backcountry access permits do not overrun the Twilight Ride parking area or the HFRP, we have included a limit on the number of backcountry access permits issued per day that is 50 percent of the proposed vehicular parking for the Twilight Ride parking area.

Sue Colbert

From: noreply@civicplus.com
Sent: Thursday, September 24, 2020 2:56 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Brent Collier
Email Address (Optional)	brentmc79@gmail.com
Agenda Item (Optional)	<i>Field not completed.</i>
Comments	<p>I go to Hidden Falls quite often, and I just wanted to say the following:</p> <ul style="list-style-type: none">- I support approval of the Final Environmental Impact Report of the Full Project- I support the county's plan to build the Reduced Project Plan.
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

Sue Colbert

From: Keith & Stephanie <kcs4br@sebastiancorp.net>
Sent: Tuesday, October 13, 2020 9:54 AM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls expansion

We hope the Commission will support the proposed expansion of Hidden Falls Park. It is clear that Placer County residents make a lot of use of the existing park and will greatly benefit from the additional 30 miles of trails. We look forward to hiking and horseback riding in the expanded County Park.

Sincerely,

Stephanie and Keith Collins
Foresthill CA

Sue Colbert

From: Colleen Conley <cconley@golygon.com>
Sent: Monday, October 12, 2020 7:15 PM
To: Sue Colbert
Subject: [EXTERNAL] HF Expansion

Yes, I am in favor of the expansion, of charging a fee, and a patrol to educate visitors on how to protect the park, i.e. not cutting trail, smoking and bbqs!
Colleen Conley

Colleen Conley
Lyon Real Estate, Auburn, CA

BRE 01074802

I cannot guarantee the veracity of any attached documents sent to me by others. Clients must satisfy themselves as to related matters discussed and/or agreed upon.

Sue Colbert

From: Ginger <ginger@vfr.net>
Sent: Tuesday, October 13, 2020 2:42 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan Comment

TO: Placer County Planning Commission
Attention Sue Colbert, Planning Commission Clerk
RE: Hidden Falls Expansion Plan

Our family supports the Hidden Falls Expansion Reduced Plan and would encourage your approval. Open space is vital for ALL placer County residents now and for future generations to come. As active equestrians and hikers we truly value outdoor spaces. The reduced plan takes into account of Hidden Falls neighbors while providing an additional legacy for all to enjoy.

Thank you.

Sincerely,
Virginia Cosh and family

Shirlee Herrington

From: Shirlee Herrington
Sent: Monday, September 21, 2020 2:21 PM
To: Megan Wood; Rachel McGuigan
Cc: Teri Ivaldi; Clayton Cook; Ken Grehm
Subject: CORRESPONDENCE: Deny the Public Works Resolution to apply for funding for the not yet approved Hidden Falls expansion

FYI

From: Defend Granite Bay <defendgb@gmail.com>
Sent: Monday, September 21, 2020 1:59 PM
To: Jim Holmes <JHolmes@placer.ca.gov>; Bonnie Gore <BonnieGore@placer.ca.gov>; Robert Weygandt <RWeygand@placer.ca.gov>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Kirk Uhler <KUhler@placer.ca.gov>; Suzanne Jones <suzanne.pcsupervisor@gmail.com>
Cc: protectruralplacer@gmail.com; Leslie Warren <allianceforenviroleadership@gmail.com>; Gb ca <gbca@granitebay.com>; Michael Garabedian <michaelgarabedian@earthlink.net>; Marilyn Jasper <mjasper2@gmail.com>; Shirlee Herrington <SHerring@placer.ca.gov>
Subject: [EXTERNAL] Deny the Public Works Resolution to apply for funding for the not yet approved Hidden Falls expansion

Supervisors,

Members of Defend Granite Bay respectfully request that the following agenda item is denied.

9:50 a.m.

2. PUBLIC WORKS

Adopt a Resolution authorizing the Director of Public Works, or designee, to apply for a grant for up to \$3,027,090 to the California Natural Resources Agency for a portion of the proposed Hidden Falls Regional Park Trails and Open Space Expansion Project.

At this time, the Hidden Falls Expansion project had not gone through appropriate public comment and as such it is presumptive that this Board will approve the expansion.

Based on the massive public opposition to destruction of a fragile ecosystem and reliance upon a tax measure approval to ensure adequate fire protection, this is a lost opportunity to secure funding for existing needs.

The County has a shortfall of funding for already approved projects and existing trail maintenance, as such it would be more fiscally responsible to request funding for what is already guaranteed. Diluting resources and jeopardizing existing projects compromises **quality** throughout the county.

By wasting an opportunity to secure funding for existing projects, it can be perceived by the public that their input and concerns regarding the Hidden Falls expansion project are moot.

The Department of Public Works 5 year capital improvement plan would benefit greatly from \$3 million for already approved recreation and trail projects awaiting funding. By applying for a not yet approved project, an opportunity is being missed. This should be of great concern for you as well as the public which would directly benefit from this windfall.

Public Works should indeed apply for the grant, however, for an already approved project which a reasonable person can draw the conclusion would carry more weight in being granted the funds.

The Defend Granite Bay Board and members

Sent from my iPhone

September 21, 2020

RECEIVED
SEP 25 2020
CDRA - Planning

Diane Dolley
9300 Cramer Road
Auburn, CA 95602

Placer County Planning Commission
3091 County Center Road
Auburn, CA 95602

To The Placer County Planning Commissioners:

You have heard for the past two years the community concerns regarding the Hidden Falls Expansion Plan. I don't need to add more, I agree with all the statements against this plan.

Instead I want to point out some things to be considered.

1. Andy Fisher has stated in the Auburn Journal that the Parks Division wants input from the community. Community as defined in the dictionary is a group of people living in the same district or locality.

Letters for support have come from as far away as San Francisco, and other counties in Northern California. We don't allow Nevada or Oregon to vote in California matters. So why are comments from outside the community being included? The Commission should only consider comments from North Auburn and rural Lincoln - the community. Letters in the SEIR for the most part don't have an address so we don't know if the person even lives in California. I assume the Parks Division needs these out of community letters to "stuff the ballot box" due to lack of community support.

Page 1 of 2

2. In the SEIR it states to lower the risk of fire the County must purchase a light rescue vehicle for USE by Cal Fire. In comments from the Planning Commission Meeting this past May, Commissioner Nader asked "is this truck in addition to or replacement since the station already has a rescue truck. " Mr. Hudson replied, "Eventually it will replace it. That one is past its service life".

The word USE by Cal Fire suggests the truck is in addition to not a replacement for. That would mean that Cal Fire is reduced back to one truck when the current one is retired from service. This clearly impacts the mitigation & should be re-evaluated for compliance to lower fire risk as stated in the SEIR before any consideration for approval is made.

3. The SEIR has stated it is not involved in social or economical issues. Even if the SEIR meets the requirements of CEQA doesn't mean it's good for the community. That comment puts the burden of protecting the community on your shoulders.

I ask, in order for you to make an informed and educated decision, that you physically driving all the roads in the proposed HFRP expansion plan. Note the conditions of the narrow winding roads as it would relate to evacuation by residents and visitors to the planned park in the event of a fire. Also consider the additional volume of traffic on these narrow winding roads as predicted in the SEIR. Ask for input from the North Auburn MAC and the Rural Lincoln MAC as to what they have heard from their community.

Then you will see that this SEIR should be rejected. Please vote against this proposed plan.

Sincerely,



Diane Dolley

****Attachment to comment # 2 - pages 2-1615 - 2-1616 conversation between Commissioner Nader and Jim Hudson of Cal Fire**

1 MR. NADER: Is this going to replace it or
2 in addition to?

3 MR. HUDSON: Eventually it will replace it.
4 That one is past its service life. But that is just
5 a -- basically a 2,500 chassis with a box on it.
6 This one would be equipped with -- also with a small
7 fire pump and water to access to get to the fires to
8 the trail system a little bit quicker and being
9 smaller, more maneuverable than the large fire
10 engines to extinguish a fire while it's still in the
11 smaller stages, hopefully, is the goal.

12 MR. NADER: This will service Twilight --
13 the Twilight Ride area --

1476-55
(Commenter 44)
Cont'd

14 MR. HUDSON: Absolutely.

15 MR. NADER: -- out to the Bear River
16 location as well?

17 MR. HUDSON: Yeah. It will be a Placer
18 County Fire Department resource. It's -- it will be
19 available to anywhere in the County from Sutter
20 County to Blue Canyon, where, you know, the -- we --
21 our jurisdiction ends with the Truckee Fire
22 Department up past that way.

23 But yeah, so that's the goal. It's not just
24 a light rescue vehicle. It will have medical
25 equipment, but it will also have a small fire pump,

I476-55
(Commenter 44)
Cont'd

1 ↑ Could you --

2 In the document you took -- or you brought
3 in your presentation you mentioned about the -- and
4 it says it in the document as well -- about a rescue
5 vehicle that would be supplied by the parks
6 department for use.

7 Is that going to be in -- kept at the Atwood
8 station?

9 MS. MS. CARNAHAN: You know, I am -- we have
10 Jim Hudson here in the other room that could possibly
11 attest to that better. I'm not quite sure the
12 location. Would you like him to come in and --

13 MR. NADER: Because there's already a rescue
14 vehicle at the Atwood station, and so I just wondered
15 if this is going to be in addition to. Because the
16 Atwood station is the closest station to at least the
17 Twilight Ride side of this project.

18 MS. MS. CARNAHAN: Right. I think I'd like
19 to invite Jim Hudson in from the other room and
20 answer that just to make sure that the information --

21 MR. NADER: He's right behind you.

22 MS. MS. CARNAHAN: Ah, there he is.

23 MR. HUDSON: Good evening.

24 Yes, that's correct, it would be housed at
25 ↓ the Atwood station. Currently there is one there.

Sue Colbert

From: Laura <gv14224@yahoo.com>
Sent: Tuesday, October 13, 2020 10:46 AM
To: Sue Colbert
Subject: [EXTERNAL] Comment Hidden Falls public hearing

Placer County Planning Commission
Sue Colbert, PC clerk

Hidden Falls is a Recreation jewel in Placer County. I support the expansion plan. It offers present and future generations access to open space and trails.
Placer County has done a great job in providing this park for all to enjoy. The concerns for safety have been addressed with parking management and Park closure during high fire danger.
Thank you Placer County for expansion and improvements at Hidden Falls.
Laura Duncan

Sent from my iPad

Sue Colbert

From: Scott Eldridge <scotteldridge@gmail.com>
Sent: Wednesday, October 14, 2020 10:03 AM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan

This email is to strongly support the Hidden Falls Expansion. We look forward to walking our dog on the new trails, and appreciate the compromises necessary in the Reduced Plan.

Sue Colbert

From: Jennifer Eppler <jeneppler70@gmail.com>
Sent: Tuesday, October 13, 2020 3:46 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan Comment

TO: Placer County Planning Commission
Attention Sue Colbert, Planning Commission Clerk
RE: Hidden Falls Expansion Plan

Our family moved to this area because we were looking for someplace to ride our horses that had safe trails, good trailer parking and thoughtful, courteous trail users. We found all of that and more with the Hidden Falls trails. It is a treasure and we support all efforts to keep the trails something that can be enjoyed by those that are visiting as well as those that live in close proximity.

We feel that the Hidden Falls Expansion Reduced Plan will address concerns on all sides and encourage your approval.

Thank you for your consideration,
Bruce and Jennifer Eppler

Sue Colbert

From: Langdon Fielding <langdonfielding@gmail.com>
Sent: Tuesday, October 13, 2020 10:36 AM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan Comment

We are horseback riders and dog walkers that use the Hidden Falls trails. We support the Hidden Falls Expansion Reduced Plan and encourage your approval. 99% of the 500,000 residents of Placer County will appreciate the open space and additional trails for our future. The reduced plan more than addresses the neighbors needs.

thank you,
langdon

Sue Colbert

From: Sharma Gaponoff <slgaponoff@icloud.com>
Sent: Tuesday, October 13, 2020 1:12 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan

TO: Placer County Planning Commission
Attention Sue Colbert, Planning Commission Clerk

My friends and I are active horseback riders of Hidden Falls trails. Each of us supports the Hidden Falls Expansion Reduced Plan and encourage your approval. We have been informed that an astounding 99% of the 500,000 residents of Placer County appreciate Hidden Falls open space and are delighted with the prospect of additional trails for our future. There are always going to be grumpy neighbors to deal with, but we believe that the Reduced Plan more than addresses all the the surrounding neighbors needs, including the grumpy ones. Thus, the Hidden Falls Expansion Reduced Plan will please nearly all of the placer County residents as well as those in surrounding counties who utilize Hidden Falls. The continuing COVID-19 pandemic has demonstrated to us all the urgency of preserving our rapidly disappearing open space. We are hopeful that the Placer County Planning Commission will approve these expansion plans by preserving adjacent acreage to this beautiful open space for now and in perpetuity.

Thank you,
Sharma Gaponoff
Endurance rider
Hidden Falls rider
Author of "Tevis From The Back of My Horse"

Sue Colbert

From: Michael Garabedian <michaelgarabedian@earthlink.net>
Sent: Thursday, September 24, 2020 4:45 PM
To: Sue Colbert; Lisa Carnahan
Subject: [EXTERNAL] Re: Hidden Falls Trails Expansion project FSEIR Placer County Planning Commission September 24, 2020 Agenda Item 3
Attachments: Hidden Falls Park & Williamson Act contracted lands.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Corrections noted.

On Sep 24, 2020, at 4:28 PM, Michael Garabedian <michaelgarabedian@earthlink.net> wrote:

To: Placer County Planning Commissioners Samuel Cannon, Anders Hauge, Nathan Herzog, Richard Johnson, Jeffrey Moss, Wayne Nader, and Larry Sevison.

Placer County Tomorrow thanks you for this opportunity to address the project and Placer County legal inadequacies regarding:

- Williamson Act Agricultural Preserve and Williamson Act Contracted land violations of the Williamson Act and the California Constitution Article on enforceable restrictions, and,
- CEQA disclosure and analysis of impacts on agricultural lands in Agricultural Preserves and Williamson Act Contracts.

The foundation of the Williamson Act is the California Constitution Article XIII, Section 8—Enforceable Restrictions provision:

"To promote the conservation, preservation and continued existence of open space lands, the Legislature may define open space land and shall provide that when this land is enforceably restricted, in a manner specified by the Legislature, to recreation, enjoyment of scenic beauty, use or conservation of natural resources, or production of food or fiber, it shall be valued for property tax purposes only on a basis that is consistent with its restrictions and uses."

This Constitutional provision applies to the Williamson Act (Government Code 51230 et seq.), Timber production Zoning (Government Code 51100 et seq.), and Conservation Easements (Civil Code 815 et seq.).

The attachment to this e-mail has a map of Williamson Act contracted land in the PCCProgram area. The green line drawn on it is an outline of the Hidden Falls reduced project "Exhibit A Reduced Project Comparison" sheet, also attached. It does not have or identify Williamson Act Agricultural Preserves. Williamson Act contracted lands must be located and mapped as must Agricultural Preserves, and must be in the CEQA documents, but are missing.

The map on Exhibit A shows the great extent to which Williamson Act land designations in the area would be further fragmented by the Hidden Falls Park and trails expansion. Scattered parklands are central to and dominate the area. The parklands and trails demonstrate that this region has, by County Actions alone, been becoming a recreation area converted from agricultural uses and values.

One example about how trails are incompatible with agriculture is that they open access to littering with aluminum and other beverage containers. Many agricultural practices disking, cutting, turning soil, haying, other crop harvesting and fire prevention practices could result in shredded aluminum consumed by and killing livestock.

For Hidden Falls expansion, the county has largely focused on efforts to interpret zoning. What is first surprisingly missing and necessary is interpretations for Williamson Act Agriculture Preserves as well as contracted land, along with state, county and local requirements, and adequate knowledge of and familiarity with agriculture and its practices.

Key Williamson act protections applying to Preserves (Government Code 51230 et seq.) includes:

Government Code 51238.1.

"(a) Uses approved on contracted lands shall be consistent with all of the following principles of compatibility:

"(1) The use will not significantly compromise the long-term productive agricultural capability of the subject contracted parcel or parcels or on other contracted lands in agricultural preserves.

"(2) The use will not significantly displace or impair current or reasonably foreseeable agricultural operations on the subject contracted parcel or parcels or on other contracted lands in agricultural preserves. Uses that significantly displace agricultural operations on the subject contracted parcel or parcels may be deemed compatible if they relate directly to the production of commercial agricultural products on the subject contracted parcel or parcels or neighboring lands, including activities such as harvesting, processing, or shipping.

"(3) The use will not result in the significant removal of adjacent contracted land from agricultural or open-space use

In evaluating compatibility a board or council shall consider the impacts on noncontracted lands in the agricultural preserve or preserves.

"

This has not happened for the Hidden Falls project as a matter of fact or as a matter of applying the Act. Agricultural compatibility is applied to far more than contracted land alone.

Court decisions interpreting and enforcing the Williamson Act reflect this legislative intent in acting the bill carried by John Williamson who retired from the California legislature as Chief of Staff of the Senate Rules Committee around 1977:

"51220.

The Legislature finds:

(a) That the preservation of a maximum amount of the limited supply of agricultural land is necessary to the conservation of the state's economic resources, and is necessary not only to the maintenance of the agricultural economy of the state, but also for the assurance of adequate, healthful and nutritious food for future residents of this state and nation."

Rural Recreation requires approval of a Minor Use Permit on Williamson Act contracted land.

"The planning department shall consult with the agricultural commissioner when making determinations under this section.

"A. Compatible Uses Only. Sections 51238 et seq., of the Act require that the county limit the uses of land allowed on contracted lands to those that are compatible with continuing agricultural operations. After the execution of a contract, no land use shall be established on property subject to a contract except for the uses shown in Table 2. Compliance with the land use permit requirements and development standards of this Chapter 17 is also required. Definitions of each of the land uses in Table 2 may be found in Article 17.04 of this chapter.

For convenience, Table 2 shows the land use permit required by this chapter for each compatible use in the applicable zone district. However, in the event of any conflict between Table 2 and the requirements of the other provisions of Chapter 17, the other provisions shall control.

"B. Specific Compatibility Provisions. An approved contract shall contain the information in subsection (A), and any tailored provisions that limit the compatible uses allowed under any specific contract. The specific compatible uses authorized under a contract shall be based on the type of agricultural operation that qualifies the site for the contract, and the type of agricultural operations on surrounding properties, that may be affected by the establishment of compatible uses on the subject site. The specific compatible uses authorized under a contract shall also consider the principles of compatibility provided by Section 51238 et seq., of the Act.

Placer County Code 17.64.090.

Recreational uses must be on land "in its agricultural or natural state" which clearly does not include bike riding or equestrian use. Trails for other than agricultural use or other facilities for public participation are questionable. Muni Code 17.64.090:

"Recreational use" means the use of land in its agricultural or natural state by the public, with or without charge, for walking, hiking, picnicking, camping, swimming, boating, fishing, hunting, or other outdoor games or sports for which facilities are provided for public participation. Any ancillary structures necessary for a recreational use shall comply with Section 51238.1 of the Act and this article."

The couple minutes spent discussing agricultural "consistency" at the Parks Commission meeting shows inadequate attention to Williamson Act compatibility requirements, and does not reflect application of essential knowledge of agriculture by the county or land trusts.

It was stated with certainty at the hearing that Land Trust lands and projects have nothing to do with county efforts. This is incorrect for many if not all conservation easements that require notice to counties and county consent before they can become effective.

Placer County has a problematic record when it comes to enforcing established Williamson Act contracts and TPZ rezoning requests that are required to take 9-10 years to end.

The question of what is compatible with agricultural lands needs to start over with the various mandated requirements.

Do inform us about when this project has been on a Placer County Agricultural Commission agenda, and if it has, inform us of the date or dates. This needs to happen if it hasn't been an Agricultural Commission agenda numbered item.

Mike Garabedian
Co-founder
Placer County Tomorrow
Lincoln
916-719-7296

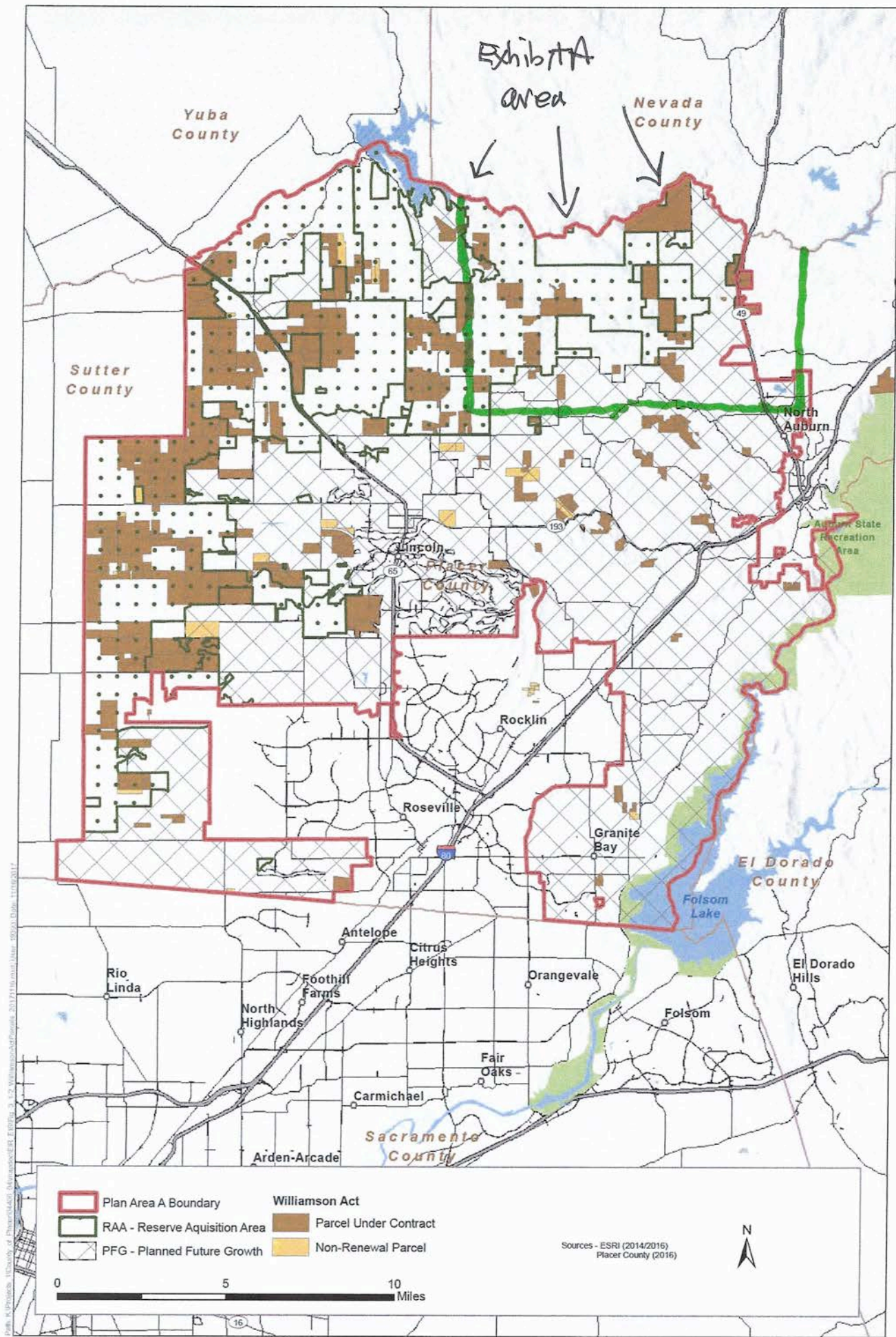
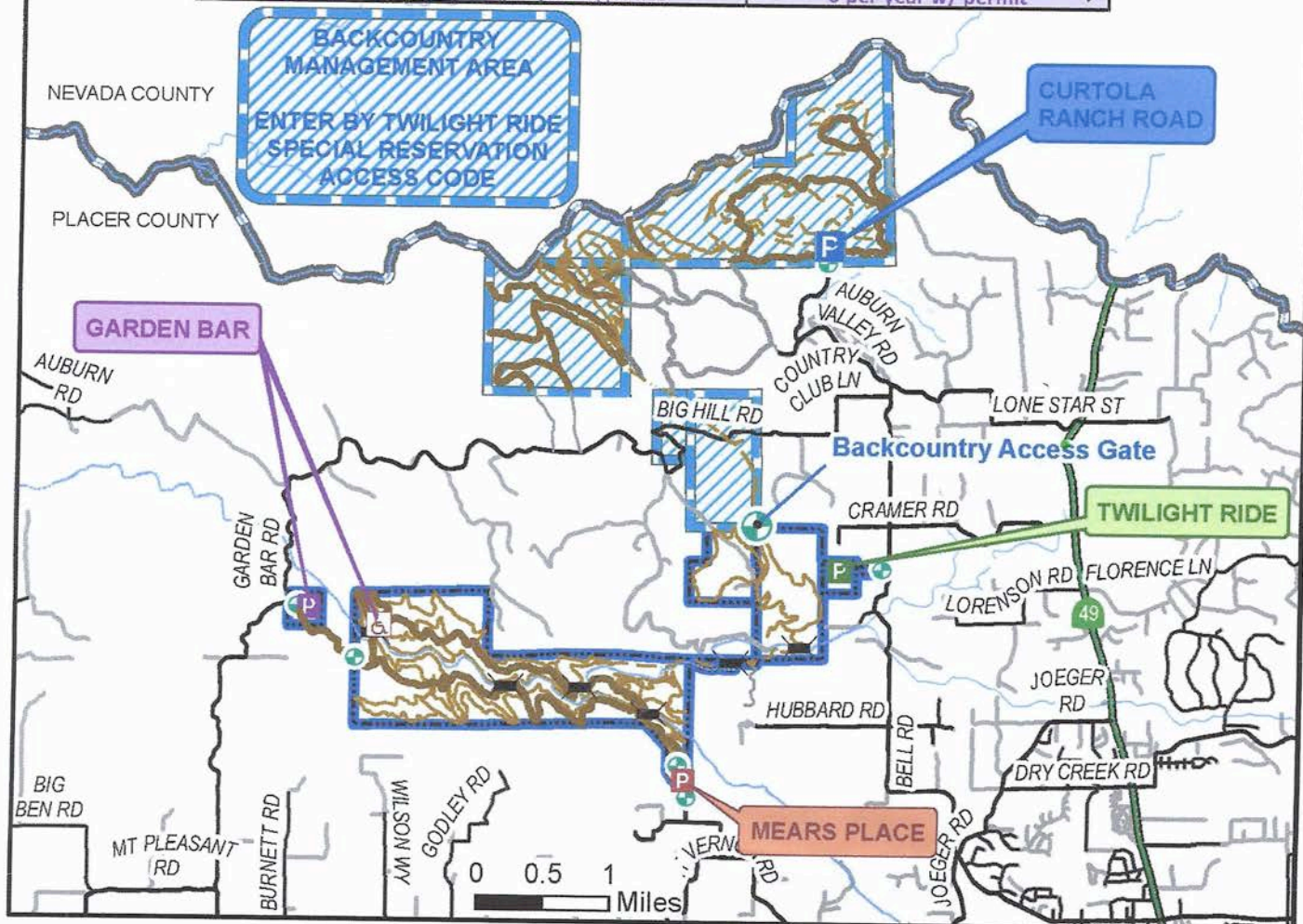


EXHIBIT A REDUCED PROJECT COMPARISON

PARKING AREA	SEIR FULL BUILDOUT	REDUCED PROJECT
MEARS PLACE		
Automobile Parking	130 (25 new)	130 (25 new) ✓
Equestrian Parking	12 (existing)	12 (existing) ✓
Open Status	Daily	Daily ✓
Reservations	Weekends, Holidays, Peak Days	Weekends, Holidays, Peak Days ✓
TWILIGHT RIDE		
Automobile Parking	102	54
Equestrian Parking	38	20
Open Status	Daily	Daily ✓
Reservations	Weekends, Holidays, Peak Days	Weekends, Holidays, Peak Days
CURTOLA RANCH ROAD		
Automobile Parking	120	18 (existing)
Equestrian Parking	10	0
Open Status	Daily	Docent Tours Only
Reservations	Daily	Docent tour sign ups
GARDEN BAR ROAD		
Automobile Parking	45 + 5 ADA + event overflow	25 + 5 ADA + event overflow
Equestrian Parking	20	0
Open Status	Daily	Weekends, Holidays, Peak Days
Reservations	Daily	Weekends, Holidays, Peak Days
Events	6 per year w/permit	6 per year w/ permit ✓



Sue Colbert

From: tara gee <taralgee@gmail.com>
Sent: Tuesday, October 13, 2020 11:16 AM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls expansion

As an avid trail rider and hiker as well as member of Loomis Basin Horsemen's Association, I would love to see the approval of the Hidden Falls expansion (reduced plan).
Thank you for your consideration.

Tara L Gee
Loomis

Sue Colbert

From: Christine Haas <christinehaas26@gmail.com>
Sent: Monday, October 12, 2020 7:19 PM
To: Sue Colbert
Subject: [EXTERNAL] County Planning Commission Attention Sue Colbert, Planning Commission Clerk

Dear Sue,

I would love to express my support of the expansion of the Hidden Falls trails. I'm fairly new to the area, but have been an avid horsewoman for many years. This expansion opens up miles of new territories to explore and for us to enjoy and treasure. This preservation of nature brings value to the region and reinforces Auburn's place as the "Endurance Capital of the World."

~ Christine
Sent from my iPhone

Sue Colbert

From: Helen Harvey <helentharvey@icloud.com>
Sent: Wednesday, October 14, 2020 10:58 AM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan Comment

TO: Placer County Planning Commission
Attention Sue Colbert, Planning Commission Clerk
RE: Hidden Falls Expansion Plan

I'm a hiker, backpacker, and equestrian. I love the expansion plan for Hidden Falls. It expands the miles of trails and parking available for all users. Open space and trails are a precious resource that need to be preserved and expanded for future generations.

Thanks,

Helen Harvey

Sue Colbert

From: Erika Hazen <eahazen@hotmail.com>
Sent: Monday, October 12, 2020 6:07 PM
To: Sue Colbert
Subject: [EXTERNAL] County Planning Commission Attention Sue Colbert, Planning Commission Clerk

I DO NOT support the Hidden Falls expansion. I am very concerned about fire danger. I am a Placer County landowner since 1964. Opening this backcountry to the public is NOT a good idea! Please register my disapproval with the planning commission.
Erika Hazen

Sent from my iPad

Sue Colbert

From: Maureen Henderson <mmhenderson@hotmail.com>
Sent: Tuesday, October 13, 2020 10:35 AM
To: Sue Colbert
Subject: [EXTERNAL] SUPPORT FOR HIDDEN FALLS EXPANSION

I am a 30+ year resident of Newcastle. I am an active equestrian and visit Hidden Falls about once a week. The Reduced Plan more than addresses the neighbors' concerns. I look forward to your approval of the Reduced Plan.

Thank you.

Maureen Henderson

Sue Colbert

From: Jim Herbert <jimandkandi@mycci.net>
Sent: Wednesday, October 14, 2020 10:15 AM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion

We have resided in Placer County since 1986. We started riding at Hidden Falls when it was a cattle ranch. We were thrilled when the land trust acquired it because we knew that eventually the public would be able to access this wonderful asset to Placer County. We support the total expansion of the trails and most importantly the staging areas to make access easier and take the pressure off of Mears Road. This expansion needs to proceed and it does so with the blessing of most long term residents of Placer County like ourselves and our neighbors.

Jim Herbert & Kandi Kost-Herbert
9211 Billy Mitchell Blvd.
Roseville, CA 95747

Sue Colbert

From: Kim Hitchcock <justkim511@gmail.com>
Sent: Monday, October 12, 2020 8:26 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion

As a resident of Placer County, an equestrian and hiking enthusiast I am in full support of the Hidden Falls Reduced Plan Expansion. Thank you!
Kim Hitchcock

Sent from my iPhone

Sue Colbert

From: Ron Holback <ron@toucanmail.com>
Sent: Tuesday, October 13, 2020 6:39 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan Comment

Placer County Planning Commission
Attention Sue Colbert, Planning Commission Clerk
RE: Hidden Falls Expansion Plan

I'd like to let you know that I am adamantly opposed to the Hidden Falls expansion plan.

This is the wrong project for this location and should not be approved.

One reason for not allowing this to go forward is the increased fire danger it presents to this part of the county, an undeniable reality that must be taken into account. During this time of climate change and devastating wildfires ravaging our state it is our responsibility to do what we can to mitigate and eliminate potential threats to our lives and homes. This is not the time or place to be playing with fire!

Another reason it is unwise to go forward with this is because of the traffic it will create on narrow roads that were neither designed or built to handle the increased flow of cars and trailers. The roads in this area are at peak flow already and an objective traffic study will show this project will overwhelm roads that have not been widened or improved in over 50 years. A reasonable person can look at what has happened regarding the number of people in attendance at our local state parks the past few months and realize the same will happen at Hidden Falls; a potentially mile long traffic jam and all the unwelcome things that accompany it such as litter, road rage incidents, and cigarette embers thrown out the windows.

A third thing to keep in mind is that just as we've seen at our state parks the majority of users will be from out of town, and though Auburn is a kind and welcoming community, the area where Hidden Falls is located is not able to handle this influx of visitors. If this project goes forward it will not be a regional park for local residents but rather a destination for out of county residents to utilize at our cost. For this reason this is not a wise way to spend local taxpayer dollars.

This has been a controversial issue from its inception and because of backing by parties who are not landowners or stakeholders in North Auburn we are seeing a project forced upon us that will diminish our quality of life. Placer County is huge and there are many other appropriate places for this type of development. I have read, but not been able to verify, that 99% of the 500,000 residents of Placer County feel this is not a good use of taxpayer funds or property. I urge you to do what's best for those who are truly vested in this area of Placer County.

Respectfully,

Ron Holback

North Auburn property owner and resident

Sue Colbert

From: Michelle Hurney <fmhurney@gmail.com>
Sent: Monday, October 12, 2020 8:45 PM
To: Sue Colbert
Subject: [EXTERNAL] County Planning Commission Attention Sue Colbert, Planning Commission Clerk"

"I support Hidden Falls Expansion and support the reduced plan and encourage your approval. 500,000 residents of Placer County will thank you." The trails provide lots of riding area for horses, one of the main reasons I moved here.
Michelle Hurney

Sue Colbert

From: Kristina Jarvis <kristinajansen@gmail.com>
Sent: Tuesday, October 13, 2020 10:41 AM
To: Sue Colbert
Subject: [EXTERNAL] Support for Hidden Falls Expansion

Good morning,

I would like to express my support for the proposed hidden falls expansion. I live in Sacramento County and frequently travel to and spend money in Placer County due to the extensive recreational activities. I am an equestrian and I hike, so developing additional trails is high on my list of priorities. I encourage you to support the expansion as well.

Thank you,

Kristina Jarvis

Sue Colbert

From: Debbie Johnson <djohn0755@aol.com>
Sent: Tuesday, October 13, 2020 10:58 AM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Project Comment

Dear Sir;

My family are active horseback riders of the Hidden Falls trails. We support the Hidden Falls Expansion Reduced Plan and encourage your approval. 99% of the 500,000 residents of Placer County will appreciate the open space and additional trails for our future. The reduced plan more than addresses the neighbors needs.

Thank you,
Debbie Johnson
Lincoln, CA

Sue Colbert

From: joyce39@gmail.com
Sent: Wednesday, October 14, 2020 8:18 AM
To: Sue Colbert
Subject: [EXTERNAL] "To: County Planning Commission Attention Sue Colbert, Planning Commission Clerk"

"I support Hidden Falls Expansion and support the reduced plan and encourage your approval. Placer County will thank you." I use the trails frequently and so do so many of my friends. We are all home owners and long term residents. I have lived and worked over 35 years in this county.

Sent from [Mail](#) for Windows 10

Sue Colbert

From: Nikki Julian-Vasquez <ride.nikki.ride@gmail.com>
Sent: Monday, October 12, 2020 8:47 PM
To: Sue Colbert
Subject: [EXTERNAL] : County Planning Commission Attention Sue Colbert, Planning Commission Clerk

As an avid outdoor enthusiast, I fully support the proposed (even modified) expansion of the wonderful Hidden Falls trails. I have ridden horses on nature trails for over 50+ years and still marvel at the extreme gifts they provide and hope that generations to come will have the same open-space and nature experiences that we have been fortunate enough to enjoy. With a feverish renewed (Covid influence) interest in getting outdoor exercise and the high demand to experience nature on safe and well-planned trails, the expansion of the spectacular Hidden Falls is essential for our growing population and for those of us who have enjoyed trails for decades. We see a huge increase in usage. Our safety and sanity depends on EXPANSION! Existing trails are simply getting too crowded and the need for expansion has never been more essential.

Thank you for your kind consideration,

Nicola Julian-Vasquez

Nevada City, Ca.

831-252-3456

Sue Colbert

From: L Kataoka <le_kataoka@yahoo.com>
Sent: Tuesday, October 13, 2020 4:40 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan Comment

TO: Placer County Planning Commission
Attention Sue Colbert, Planning Commission Clerk

RE: Hidden Falls Expansion Plan

We are active hikers and horseback riders of the Hidden Falls trails. We support the Hidden Falls Expansion Reduced Plan and encourage your approval. 99% of the 500,000 residents of Placer County will appreciate the open space and additional trails for our future. We believe that the reduced plan more than addresses the neighbors needs and should be approved. In addition, there are many users outside of Placer County, such as myself, who will also use and appreciate the additional trails in this plan.

Thank you,

Lucy Kataoka and family

Sue Colbert

From: noreply@civicplus.com
Sent: Monday, October 12, 2020 2:09 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Karen Keene
Email Address (Optional)	karenkeene512@gmail.com
Agenda Item (Optional)	Hidden Falls Regional Park Trails Expansion Project
Comments	<p>Planning Commissioners:</p> <p>I support the Final Supplemental Environmental Impact Report for the Hidden Falls Regional Park Trails Expansion Project, as well as the Conditional Use Permit Modification for the "Reduced Project". I believe that the Reduced Project, as proposed, will be an asset to our county by providing residents and visitors with the opportunity to enjoy nature and open space in such a beautiful place. I applaud the County for addressing and mitigating many of the community's concerns.</p> <p>Karen Keene, Resident of Loomis</p>
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

Sue Colbert

From: Donna Kelly <donnak1950@att.net>
Sent: Tuesday, October 13, 2020 12:29 PM
To: Sue Colbert
Subject: [EXTERNAL] SUPPORT FOR HIDDEN FALLS EXPANSION

I support Hidden Falls Expansion Reduced Plan and I strongly encourage your approval.

Avid horseback rider,
Donna Kelly
3835 Leak Lane
Loomis, CA

To: Placer County Planning Commission
3091 County Center Drive
Auburn Ca. 95603

Attention: Planning Commission Clerk

Subject: Hidden Falls expansion agenda item scheduled for October 22, 2020.

Honorable Members of the Placer County Planning Commission

We are writing in total support of the planned expansion of Hidden Falls Park.

The overwhelming need for outdoor recreation opportunities has never been so evident. Now is the time to preserve our open spaces in a way that all residents of Placer County can benefit.

We have lived in Placer County for 34 years and have seen mass development surrounding our property. Trails in the National Forests are too far away to be used on a weekly/daily basis. Areas where we could ride became limited to Folsom Dam in Roseville or the arena in Loomis. Our rural home has become subdivisions, golf courses and retail stores. We now get golf balls in our horse paddocks. Placer County has changed. Change is hard, but we can still preserve some of our open space.

We rode at Hidden Falls before it became a park and were thrilled when the property was purchased for preservation and public access. We looked to purchase property adjacent to Hidden Falls but were quickly priced out of the market. We have had to wait until the park was developed.

When Hidden Falls opened up for riding, cycling, and hiking. It became evident what a treasure for the county it is. The trails are well maintained, users are courteous, fire breaks have been provided and maintained.

Traffic has been controlled to the park, helping to mitigate pressures on residents on Mears Road. What is now needed desperately is **more access points and additional parking spaces** so more Placer County residents can enjoy the park. This will affect residents along access roads and the county must work to mitigate impacts on them. And yes, just as I use the trails in El Dorado County (Cool and Dru Barber) and in Nevada County (Lone Grave, Empire Mine and Skillman) residents from other counties will come to use the park. We can share our treasure as other counties have shared theirs.

We have the opportunity to expand access to Hidden Falls and adjoining properties even further. If we as a county do not take this opportunity it will be lost forever. Please support this expansion.

Thank you,



Kandace Kost-Herbert
James J. Herbert, Jr.
9211 Billy Mitchell Blvd.
Roseville, CA 95747

RECEIVED

OCT 05 2020

CDRA - Planning

Sue Colbert

From: Elaine Loza <gandeloza@gmail.com>
Sent: Tuesday, October 13, 2020 10:46 AM
To: Sue Colbert
Subject: [EXTERNAL] Support for Hidden Falls expansion

Hello,

As a resident of Placer County, we are in full support for the reduced plan for Hidden Falls expansion. We strongly encourage your approval.

Sincerely,

Elaine and Gary Loza

Sue Colbert

From: Sherry Mack <sherry.mack@me.com>
Sent: Monday, October 12, 2020 7:32 PM
To: Sue Colbert
Subject: [EXTERNAL] "To: County Planning Commission Attention Sue Colbert, Planning Commission Clerk"

I support Hidden Falls Expansion and support the reduced plan. Please approve this plan, not only for the enjoyment for generations to come, but also to preserve more places so the community can learn to = become stewards for our public lands.

Thank you for making our community amazing!

Sue Colbert

From: sugarpine1996@sbcglobal.net
Sent: Monday, October 12, 2020 7:10 PM
To: Sue Colbert
Subject: [EXTERNAL] County Planning Commission Attention Sue Colbert, Planning Commission Clerk"

Dear Placer County Planner,

Hidden Falls is a wonderful addition to Placer County and surrounding areas. It is a gem. I know it attracts people to the area as I have heard people say they want to move to Auburn because it has such awesome trails. An expansion just makes sense for all of the residents of Placer County.

Thank you,
Helen McDermott

Sue Colbert

From: Mary McMillan <mary.compass@me.com>
Sent: Monday, October 12, 2020 7:17 PM
To: Sue Colbert
Subject: [EXTERNAL] County Planning Commission; Attention: Sue Colbert, Planning Commission Clerk

Dear Ms. Colbert,

Please record that I support the Hidden Falls Expansion and the reduced plan. I highly encourage your approval. There are thousands of us who will thank the County Planning Commission for its preservation of this beautiful outdoor treasure.

Thanks,
Mary I McMillan
202 441-1816

Sue Colbert

From: Jaede Miloslavich <jaede@sbbmail.com>
Sent: Monday, October 12, 2020 6:26 PM
To: Sue Colbert
Subject: [EXTERNAL] Planning Commission letter for Hidden Falls

TO: Placer County Planning Commission
ATTN: Sue Colbert, Planning Commission Clerk
RE: Hidden Falls Expansion Plan

I fully support Hidden Falls Expansion Reduced Plan and encourage the Planning Commission's approval.

99% of the 500,000 residents of Placer County agree with me. Please, approve this reduced plan that provides relief for the neighbors and enjoyment for everyone else.

Thank you,

Jaede Miloslavich and Gregory Parsons family Hikers and horseback riders of the Hidden Falls trails

Sue Colbert

From: Howie&Connie Muir <hcmuir@mindspring.com>
Sent: Monday, October 12, 2020 8:33 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion

To: County Planning Commission
Attention: Sue Colbert, Planning Commission Clerk

I take a moment to write in order to support the Hidden Falls Expansion *and* support of the reduced plan that discussions have achieved. I urge your approval of them both.

Conservation of nature's open space, preserved for outdoor activities, offers a gift and opportunity that lasts far beyond the debates that have brought the Commission this far. Natural space remains under increasing pressure, and future generations will be grateful for the legacy of your decision to support this expansion and reduced plan. And so will I.

Although I live outside the County, I have made use of the park, and both my horse and I have appreciated its expanse and amenities – thank you! – and hope to look forward to exploring its expanded boundaries.

Respectfully,

Howie Muir
10140 Stable Lane
Nevada City, CA 95959

(530) 478-9004

Sue Colbert

From: NANCY MYERS <myers_nancy@sbcglobal.net>
Sent: Monday, October 12, 2020 9:55 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion

To: County Planning Commission
Attention Sue Colbert, Planning Commission Clerk

I support Hidden Falls Expansion and support the reduced plan and encourage your approval. 500,000 residents of Placer County will thank you.

Nancy Myers
Member Gold County Trails Council

Sue Colbert

From: toni owenacctng.com <toni@owenacctng.com>
Sent: Tuesday, October 13, 2020 3:18 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan Comment

Importance: High

Dear Sue,

Although we're just across the county line in Nevada County, Hidden Falls is one of our favorite parks to ride. We support the Hidden Falls Expansion Reduced Plan and encourage your approval. If nothing else, 2020 has proven open space is tremendously needed for our health and sanity. I understand the reduced plan more than addresses the neighbors needs.

Thank you,

Toni

TONI OWEN

OWEN ACCOUNTING SERVICES

15465 MACDONALD ROAD, GRASS VALLEY, CA 95949
89 SHEEHY COURT, NAPA, CA 94558
(707) 888-3212 (C)

Sue Colbert

From: Cindy <cindypeterson@yahoo.com>
Sent: Tuesday, October 13, 2020 3:12 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan Comment

TO: Placer County Planning Commission
Attention Sue Colbert, Planning Commission Clerk
RE: Hidden Falls Expansion Plan

I ride my horse often and have friends and family who use this park and I ask you to support the Hidden Falls Expansion Reduced Plan and encourage your approval. 99% of the 500,000 residents of Placer County will appreciate the open space and additional trails for our future. The reduced plan addresses the neighbors needs and the community wants more trail and park access.

Thank you,
Cindy Peterson
Auburn, Ca 95602
530-368-0158
Sent from my iPhone

September 16, 2020

Placer County Planning Commission
3091 County Center Drive
Auburn, CA 95602

RECEIVED

SEP 25 2020

CDRA - Planning

Dear Members of the Planning Commission,

We are writing to express our opposition to the proposed Final SEIR on the Hidden Falls Regional Park Expansion Plan.

Our concerns are:

The risk of Wildfire hasn't been addressed for protecting the community around the HFRP Expansion. There are no evacuation plans for the residents in the event of a fire. Evacuation routes are to be posted only within the park expansion according to the SEIR. All public buildings post evacuation maps in the event of evacuation. Even though it's not possible to predict where a fire will start in the park doesn't mean we can't be prepared by identifying safe evacuation routes for the community. This is clearly ignoring the community surrounding the expansion proposed.

The SEIR ignores community concerns for unsafe traffic issues that will only increase with added vehicles, horse trailers and cyclists on our narrow winding rural roads. The narrow, winding roads were never intended for the amount of increased traffic predicted by the SEIR.

Before you make any decision, please drive the roads involved with the park expansion and consider if a fire were to start, and park visitors and residents were all trying to evacuate at once with no plan. Emergency vehicles attempting to go against traffic to access the fire.

Please vote against approving this Final SEIR on the Hidden Falls Regional Park Expansion Plan.

Sincerely,

KJ Quarry

A handwritten signature in cursive script, appearing to read "Janet Quarry".

Jan Quarry
5495 Bell Road
Auburn, CA

Sue Colbert

From: Joyce Radell <joyce39@gmail.com>
Sent: Wednesday, October 14, 2020 8:26 AM
To: Sue Colbert
Subject: [EXTERNAL] To: County Planning Commission Attention Sue Colbert, Planning Commission Clerk"

"I support Hidden Falls Expansion and support the reduced plan and encourage your approval. 500,000 residents of Placer County will thank you."

As a long term home owner who raised her family here this project is very special. My grand children are being raised here and we are very active in the community. Please move on with this project my friends and I love the present trails but they are now crowded.

Thank You

Sue Colbert

From: Janis Rau <eclipse4784@gmail.com>
Sent: Tuesday, October 13, 2020 9:48 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Ranch Expansion Plan

My family are active dog walkers and horseback riders of the Hidden Falls trails. We support the Hidden Falls Expansion Reduced Plan and encourage your approval. My family and I will appreciate the open space and additional trails for our future. The reduced plan more than addresses the neighbors needs.

Janis Rau
Loomis Ca

Sue Colbert

From: Dinyah Rein <dinyahre@gmail.com>
Sent: Monday, October 12, 2020 6:58 PM
To: Sue Colbert
Subject: [EXTERNAL] RE: Hidden Falls Expansion

To: County Planning Commission
Attention Sue Colbert, Planning Commission Clerk

I support Hidden Falls Expansion and support the reduced plan and encourage your approval. The park is an invaluable resource, and it's expansion will ensure that it continues to serve our community long into the future. 500,000 residents of Placer County will thank you.

Thank you,
Dinyah Rein
Auburn, CA
Frequent Hidden Falls user

Sue Colbert

From: lawzer@aol.com
Sent: Tuesday, October 13, 2020 10:36 AM
To: Sue Colbert
Cc: jaede@sbbmail.comff
Subject: [EXTERNAL] Support for Hidden Falls Expansion

To Planning Department of Placer County, We are residents of Placer county and appreciate the multi-use Hidden Falls Trails for dog walking, hiking and riding our horses. We support the planned expansion and parking off Bell Rd, since Mears has only 12 equestrian spaces, and reservations required on weekends make it almost impossible to get a place there. Thank you for preserving these open spaces for future public use and enjoyment. Ann Rubenstein and Jonathan Zerin, 4011 Creekhaven Rd., Auburn, CA 95602

Sue Colbert

From: Sandy Ruggiero <sandy.ruggiero@gmail.com>
Sent: Tuesday, October 13, 2020 10:42 AM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls

Placer County Planning Commission
Attention Sue Colbert, Planning Commission Clerk
RE: Hidden Falls Expansion Plan

**** WRITE A SENTENCE OR TWO, LIKE THIS:**

I love riding the Hidden Falls Trails. Often my family comes together to take a walk there also. We support the Hidden Falls Expansion Reduced Plan and encourage your approval. 99% of the 500,000 residents of Placer County will appreciate the open space and additional trails for our future. The reduced plan more than addresses the neighbors needs.

Thank you,

Sandy Ruggiero



Ephesians 3:20 says, "God can do much, much more than anything we can ask or imagine" (NCV).

Sue Colbert

From: Jody Schnell <schnell.jody@gmail.com>
Sent: Wednesday, October 14, 2020 1:45 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan Comment

TO: Placer County Planning Commission
Attention Sue Colbert, Planning Commission Clerk
RE: Hidden Falls Expansion Plan

I am an active equestrian trail rider. I thoroughly enjoy the existing Hidden Falls trails and support the additional trails as defined in the Hidden Falls Expansion Reduced Plan. I encourage your approval. It is my firm belief that 99% of the 500,000 residents of Placer County will appreciate the open space and additional trails. I certainly look forward to enjoying them with my children and grandchildren in the future. This reduced plan more than addresses the neighbors needs.

Thank you,

Jody L. Schnell
Foresthill Resident

Sue Colbert

From: Tod S <todsnook@gmail.com>
Sent: Wednesday, October 14, 2020 1:36 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion comment

Placer County Planning Commission
Attention Sue Colbert, Planning Commission Clerk
RE: Hidden Falls Expansion Plan

My wife and I are active hikers and horseback riders of the Hidden Falls trails. We support the Hidden Falls Expansion Reduced Plan and encourage the Planning Commission approval. All residents of Placer County and neighboring counties such as Nevada County will appreciate the additional trails far into the future.

Thank you,
Tod and Susan Snook

members of Gold Country Trails Council

Sue Colbert

From: Spencer, Nicole <Nicole.Spencer@cbnorcal.com>
Sent: Tuesday, October 13, 2020 9:42 AM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls

Good morning.

I support approval of the Final Supplemental Environmental Impact Report and the county's plan to build the Reduced Project. Hidden Falls has been a wonderful addition to our community and its expansion will provide more trails for enjoyment by all. Living near Auburn Valley I would love to have such easy access to trails as I currently have to drive 20-30 minutes to access any trail system.

Hidden Falls has also been a big talking point when I am working with buyers and educating them on what Auburn has to offer. Our outdoor activities are a huge reason why people want to move here. It is a lifestyle. Other communities provide bike and walking paths through greenbelts and town....this is not something we have - but we have trails through nature and the more, the better.

Thank you.



Nicole Spencer

o. 530-886-5720 | m. 650-537-1245

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Sue Colbert

From: Shelly Stewart <shelly@ponderite.com>
Sent: Tuesday, October 13, 2020 9:54 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan Comment

Dear Sue Colbert,

Since I am unable to attend the meeting regarding the expansion plan for Hidden Falls, I wanted to send an email in full support of this project.

I believe that the reduced plan is a good compromise for the local neighbors, while ensuring open space for decades to come. My family has enjoyed this area for many different types of recreation; Horseback riding, mountain biking, running and hiking. The proximity is such that is it easy to get to and within minutes you can feel like you are 'out there'.

Please know there is so much support for this project to go through. Finding open spaces is becoming so difficult, especially for equestrian users!

Thank you for your time.

Shelly Stewart

Sue Colbert

From: Timothy J Strazzo <tjstrazzo@gmail.com>
Sent: Thursday, October 8, 2020 9:37 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Trail Expansion

I support the Hidden Falls Trail Expansion project. I live in Shadow Rock Estates in Auburn. I have been an avid mountain biker for 30 years. Hidden Falls has been one of my main destinations for the last 4 years. Hidden Falls is a great asset to Placer county and the expansion project will make it even better.

PLEASE APPROVE THE HIDDEN FALLS EXPANSION PROJECT.

THANK YOU,
TiM Strazzo

Sue Colbert

From: Laurie Sweeney <lauriemsweeney@yahoo.com>
Sent: Monday, October 12, 2020 6:55 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Support - County Planning Commission

Attention Sue Colbert, Planning Commission Clerk

My husband and I are avid supporters of the Hidden Falls Expansion in its reduced form. (or nonreduced) We daily see how important the outdoors and trails are, especially in the middle of this pandemic. Open space is precious and badly needed as we see increasing usage of people trying to recreate and exercise outdoors.

I am also an equestrian, and we are seeing areas available to equestrians shrink as we are out-parked and crowded out by other trail enthusiasts.

As a child I watched my neighborhood get paved over in Southern California. I rode my horse along a 4 lane highway.

Please don't let this happen to Placer County. Please preserve the open space that we have, and provide trails and outdoor recreation for all.

Please approve the Hidden Fall Expansion.

Thank you,

Laurie Sweeney
Michael Peckham
Meadow Vista Residents
916-955-0184

Sue Colbert

From: Janice Thurston <jlthurston11@gmail.com>
Sent: Thursday, October 15, 2020 7:04 AM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan Comment

TO: Placer County Planning Commission
Attention Sue Colbert, Planning Commission Clerk
RE: Hidden Falls Expansion Plan

Hello!

I am a resident of Placer County, and I encourage your approval of the Hidden Falls Expansion Reduced Plan. My family and I use the Hidden Falls trails. We appreciate the open space and additional trails for our future. The reduced plan more than addresses the neighbors' concerns.

Thank you,
Janice Thurston
4121 Grice Ct.
Roseville, CA 95747

Sue Colbert

From: Cheryl Tiburzi <tiburzi@ncbb.net>
Sent: Tuesday, October 13, 2020 10:18 AM
To: Sue Colbert
Subject: [EXTERNAL] Please APPROVE Expansion Hidden Falls

These new trails and parking will benefit the entire community. Please approve!
Cheryl Tiburzi
9696 Junewood Lane Loomis

Sue Colbert

From: noreply@civicplus.com
Sent: Monday, October 12, 2020 4:29 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	J.P. Tindell
Email Address (Optional)	tindelljp@gmail.com
Agenda Item (Optional)	Hidden Falls Regional Park Expansion Project
Comments	I am writing in support of approval of this project, including approval of the Final Supplemental Environmental Impact Report and the county's plan to build the Reduced Project. I am an active supporter of the Placer Land Trust, and was a lifetime parks and recreation planning professional who knows the invaluable contribution to a community's health of a large, connected trail and park system. Please vote in support of this project moving forward, thank you.
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

Sue Colbert

From: Cindy Twyman <cindytwymanre@gmail.com>
Sent: Tuesday, October 13, 2020 3:15 PM
To: Sue Colbert
Subject: [EXTERNAL] County Planning Commission- Attn Sue Colbert

Dear Sue,

Im writing to you to let you know that I support the Hidden Falls expansion and the reduced plan, AND I encourage your approval!!

I'm in El Dorado county, and frequent Hidden Falls. I feel these areas are vital to our community and thank you for your support!!

Sincerely,

Cindy Twyman

Cindy Twyman

DRE 01235793

Premier Foothill Properties

Direct [530-320-8547](tel:530-320-8547)

CindyTwymanRE@gmail.com



Sue Colbert

From: noreply@civicplus.com
Sent: Thursday, September 24, 2020 1:22 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Richard Ulmer
Email Address (Optional)	rulmermtb@gmail.com
Agenda Item (Optional)	Hidden Falls expansion
Comments	<p>I really enjoy spending time riding my bike on the Hidden Falls trails. It's a great place to get out in nature and get away from it all.</p> <ul style="list-style-type: none">- I support approval of the Final Environmental Impact Report of the Full Project- I support the county's plan to build the Reduced Project Plan.
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

Sue Colbert

From: amy umpleby <amyump@gmail.com>
Sent: Monday, October 12, 2020 9:45 PM
To: Sue Colbert
Subject: [EXTERNAL] Support Hidden Falls Expansion

To: Sue Colbert, Planning Commission Clerk, Placer County Planning Commission

Dear Ms. Colbert,

Please note my support for the Hidden Falls Expansion and the reduced plan. I encourage the Commission's approval. The benefits of this project to the residents of Placer County are immeasurable.

Thank you
Amy Umpleby

Sue Colbert

From: Laurie Valentine <lauriev@pacbell.net>
Sent: Tuesday, October 13, 2020 11:57 AM
To: Sue Colbert
Subject: [EXTERNAL] Support for Hidden Falls Expansion

Please, I encourage the expansion of the trails. Our young people who are equestrians are out in the fresh air, learning responsibilities and keeping out of all kinds of trouble. Let's give all of us, young and old, wonderful places to ride. Equestrians are excellent stewards of the land, please allow us more access.

Regards, Laurie Valentine

Sue Colbert

From: William Van Roo <vanroolaw@gmail.com>
Sent: Wednesday, October 14, 2020 8:56 AM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan Comment

TO: Placer County Planning Commission
Attention Sue Colbert, Planning Commission Clerk
RE: Hidden Falls Expansion Plan

My wife and I are active horseback riders of the Hidden Falls trails. We ride as members of the Folsom Lake Trail Patrol and as Patrol Riders in the National Forest and on park trails throughout Nevada and Placer Counties.

We support the Hidden Falls Expansion Reduced Plan and encourage your approval. 99% of the 500,000 residents of Placer County will appreciate the open space and additional trails for our future. The reduced plan more than addresses the neighbors needs.

Thank you,

--

Please take good care during these challenging times.

Yours truly,

WILLIAM A. VAN ROO

Sue Colbert

From: Lisa Carnahan
Sent: Wednesday, October 14, 2020 7:49 AM
To: Sue Colbert
Subject: FW: [EXTERNAL] RE: Planning Commission Meeting 09/24/20 - HFRP Trails Expansion ProjectContinuance

From: Brian Vizzusi <bvizzusi@yahoo.com>
Sent: Wednesday, September 23, 2020 1:32 PM
To: Samantha Ledbetter <SLedbetter@placer.ca.gov>
Subject: [EXTERNAL] RE: Planning Commission Meeting 09/24/20 - HFRP Trails Expansion ProjectContinuance

Hello Samantha,

I fully support the HFRP trail expansion project. I know that many of my neighbors in Auburn Valley are against this. I want to make sure that my voice and or "vote" is heard and seen but am still working full time and would not be able to attend the meeting.

Brian

Sent from [Mail](#) for Windows 10

From: [Samantha Ledbetter](#)
Sent: Wednesday, September 23, 2020 12:39 PM
Subject: Planning Commission Meeting 09/24/20 - HFRP Trails Expansion ProjectContinuance

Good Afternoon,

In order to ensure that the public has ample time to review the staff-recommended Reduced Project for the Hidden Falls Regional Park Trails Expansion Project, the Parks Division will be requesting a continuance of the item at the September 24, 2020 Planning Commission hearing. The request will be to continue the item to the October 22, 2020 hearing date at 5:00 PM. Parks Staff will not be providing a presentation of the proposed Project at the September 24th hearing.

Thanks,

Samantha Ledbetter
Parks Secretary
(530) 886-4901 | Fax: (530) 745-7544 | parks@placer.ca.gov



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Sue Colbert

From: PJ Warmack <cows2horses@gmail.com>
Sent: Tuesday, October 13, 2020 4:34 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan Comment

TO: Placer County Planning Commission
Attention Sue Colbert, Planning Commission Clerk

RE: Hidden Falls Expansion Plan

Dear Sue Colbert,

I am an avid horseback rider of the Hidden Falls Regional Park. I actually live north of Marysville, in Yuba County, but so enjoy the people, nature and trails of Hidden Falls, I am willing to make that drive (with a 3-horse gooseneck horse trailer in tow!) many times a year. I am happy to pay the parking fee to reserve a spot to continue support of the park.

I wholeheartedly support the Hidden Falls Expansion Reduced Plan and encourage your approval. Along with Placer County residents, folks in other counties, like myself, appreciate the opportunity to enjoy even more open space and additional trails. I believe the reduced plan more than addresses the needs of the park's adjoining neighbors.

Thank you for your consideration.

Sincerely,

Pamela Warmack
10137 Oroville Highway
Marysville, CA 95901
cows2horses@gmail.com

Sue Colbert

From: Shelley Weisickle <shelley@weisickle.com>
Sent: Wednesday, October 14, 2020 8:14 AM
To: Sue Colbert
Subject: [EXTERNAL] HIDDEN FALLS EXPANSION

To: County Planning Commission
Attention Sue Colbert, Planning Commission Clerk

I would like to let you know that I support the Hidden Falls Expansion with the reduced plan and highly encourage your approval!

This would be a great service to many, many residents of Placer County.

Please consider voting YES! We all will thank you!

Regards,

Shelley & Bob Weisickle

Sue Colbert

From: Lisa Carnahan
Sent: Wednesday, October 14, 2020 7:50 AM
To: Sue Colbert
Subject: FW: Planning Commission Meeting 09/24/20 - HFRP Trails Expansion Project Continuance

From: Judith Whitman <judie@jwhitman.net>
Sent: Wednesday, September 23, 2020 12:44 PM
To: Samantha Ledbetter <SLedbetter@placer.ca.gov>
Cc: Mike Krug <mkrugavpoa@gmail.com>; Jan Tarantino <jan.tarantino339@gmail.com>; Bradley & Carolyn Clair <carolyn.clair@yahoo.com>; Sandi Howarth <sandihowarth@sbcglobal.net>
Subject: [EXTERNAL] RE: Planning Commission Meeting 09/24/20 - HFRP Trails Expansion Project Continuance

Thank you for your message. Are there any plans for the revised project to be presented as a stand alone document. In other words, without the confusing language of the prior project, etc. ? I believe that would be very helpful in the review of it so that the community knows precisely what is on the table.

Thank you, Judith Whitman

From: Samantha Ledbetter <SLedbetter@placer.ca.gov>
Sent: Wednesday, September 23, 2020 12:35 PM
Subject: Planning Commission Meeting 09/24/20 - HFRP Trails Expansion Project Continuance

Good Afternoon,

In order to ensure that the public has ample time to review the staff-recommended Reduced Project for the Hidden Falls Regional Park Trails Expansion Project, the Parks Division will be requesting a continuance of the item at the September 24, 2020 Planning Commission hearing. The request will be to continue the item to the October 22, 2020 hearing date at 5:00 PM. Parks Staff will not be providing a presentation of the proposed Project at the September 24th hearing.

Thanks,

Samantha Ledbetter
Parks Secretary
(530) 886-4901 | Fax: (530) 745-7544 | parks@placer.ca.gov



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Sue Colbert

From: Adam Wilhite <adamwilhite@yahoo.com>
Sent: Tuesday, October 13, 2020 10:16 AM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion Plan Comment

We believe this expansion will bring the greater good to the vast majority of residents.

Sincerely,

Adam Wilhite

Sent from my iPhone

Sue Colbert

From: jeanine wolf <jwolf56@yahoo.com>
Sent: Monday, October 12, 2020 7:15 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion

To Placer County Planning Commission
Attention Sue Colbert, Planning Commission Clerk

I live off Joeger Rd just a few miles from the proposed expansion, and I am writing to show my support for the Hidden Falls Expansion (the reduced plan). I encourage your approval of this very important project. There are so many Placer County residents (not to mention those residing in other counties) that would benefit from having access to less crowded trails and experience the wonderful beauty that nature offers.

Unfortunately I will be out of town on the 22nd and unable to show my support in person during the Public Hearing before the Placer County Planning Commission. But please know that I support this project 100% and hope the Planning Commission will do the same.

Thank you!
Jeanine Wolf
9815 Heidi Way
Auburn CA 95602

Sue Colbert

Subject: FW: [EXTERNAL] Hidden Falls Regional Park Trails Expansion Project

-----Original Message-----

From: Jane Bailey <janebailey77@yahoo.com>

Sent: Wednesday, September 23, 2020 11:47 AM

To: Placer County Planning <Planning@placer.ca.gov>

Subject: [EXTERNAL] Hidden Falls Regional Park Trails Expansion Project

Sir: we are OPPOSED to expansion

Ronald and Jane Bailey

Sent from my iPad

Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 9:05 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Richard Burger
Email Address (Optional)	rh.burger@gmail.com
Agenda Item (Optional)	Hidden Falls Trails Expansion
Comments	<p>My family lives in Placer county and we very much enjoy the Hidden Falls park. Currently access so just too limited to only a few users on weekends. We hope the expansion leads to more room in the park so we can go more often on the weekends. We support approval of the Final Environmental Impact Report of the Full Project, and we support the county's plan to build the Reduced Project Plan.</p> <p>Wish I could afford to buy a home near the park, property values are sure to increase in the area!!</p> <p>Rich Burger 916 390-7611</p>
Attach a document	<i>Field not completed.</i>

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Sue Colbert

From: noreply@civicplus.com
Sent: Thursday, September 24, 2020 8:15 AM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Kristy Stokes Corah
Email Address (Optional)	kristy.corah@gmail.com
Agenda Item (Optional)	Hidden Falls Expansion project
Comments	I want to express my support of the HF expansion project. I am a nutritional therapy practitioner and very concerned about the state of health in the USA. 70% of Americans die of chronic disease which is highly preventable via lifestyle choices such as eating a whole food diet instead of a processed food diet as well as incorporating exercise into one's life. Communing in nature is important to the mind/body connection and not the same as a gym workout. When communities have the opportunity to expand land and make it usable to cyclists, walkers and hikers and horses it's important to do so.
Attach a document	<i>Field not completed.</i>

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Sue Colbert

From: noreply@civicplus.com
Sent: Thursday, September 24, 2020 7:42 AM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Larry Feldhaus
Email Address (Optional)	feldhaus1@mindspring.com
Agenda Item (Optional)	Hidden Falls Trail Expansion Project
Comments	<p>I had a fun ride this week at Hidden Falls and for the first time paid attention to the map and where the park boundaries are. It is amazing how the trails make the most of the available land right up to the fence line. For the first time I saw water running through the canal on the Morning Dove loop and stopped on River Otter to see where it would connect to the easement leading to East expansion. There was a big green horse poop that was minutes old and it stunk to high heaven on Seven Pools. The two ladies on horseback encountered nearby must be used to it. The horse feed seems to be a variable for both color and smell. That concerns me, but I support the approval of the impact on the environment report for the expansion. I also support the reduced project. Oh yeah, thanks for the recent trail work on the Pheasant trail. We just need some rain to knock down the dust. Ride on and keep up the fire suppression. . .</p>
Attach a document	<i>Field not completed.</i>

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Sue Colbert

From: noreply@civicplus.com
Sent: Thursday, September 24, 2020 9:14 AM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Matt Freeman
Email Address (Optional)	<i>Field not completed.</i>
Agenda Item (Optional)	Hidden falls trail expansion project
Comments	As a 35 year resident of the region, specifically the Roseville area, and as a mountain biker, I recognize the need for more public recreational open space. I recognize the increasing crowds of people all looking for some bit of wilderness for an escape. Some residents neighboring Hidden Falls are fortunate enough to own some of this space and want to prevent "outsiders" from sharing what they enjoy. We need to share public lands with the public, and preserve these open spaces. The limited plan approved by the Planning Commission represents a good compromise. Please approve the expansion so that we have more local trails than just the Auburn State Recreation Area. I remember what Hidden Falls was like before the fee reservation was implemented. I saw how the County corrected well the parking mess at Mears. I think the County has learned how to be a better neighbor to control visitors coming to the park. The County will be adept at seeing such good stewardship into an expanded Hidden Falls. I would prefer to see the full build out, not just the limited plan
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 8:59 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Roland Jackson
Email Address (Optional)	roldog27@gmail.com
Agenda Item (Optional)	Say yes to Hidden Falls Expansion
Comments	As 9 year resident of Rocklin, and total 20 year resident of the Sacramento Region, and as a mountain biker, I recognize the need for more public recreational open space. I recognize the increasing crowds of people all looking for some bit of wilderness for an escape. Some residents neighboring Hidden Falls are fortunate enough to own some of this space and want to prevent "outsiders" from sharing what they enjoy. We need to share public lands with the public, and preserve these open spaces. The limited plan approved by the Planning Commission represents a good compromise. Please approve the expansion so that we have more local trails than just the Auburn State Recreation Area. I remember what Hidden Falls was like before the fee reservation was implemented. I saw how the County corrected well the parking mess at Mears. I think the County has learned how to be a better neighbor to control visitors coming to the park. The County will be adept at seeing such good stewardship into an expanded Hidden Falls. I would prefer to see the full build out, not just the limited plan
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 7:24 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Larry Matz
Email Address (Optional)	lmatz1@yahoo.com
Agenda Item (Optional)	Hidden Falls expansion project
Comments	<p>This necessary expansion of healthy recreational facilities in the Auburn area has endured extensive and apparently continuing delays based on opposition from a very small minority of Auburn area residents. Despite a comprehensive and professional environmental review that showed the lack of factual basis for the objections raised , the Board has now reduced the scope of the expansion to the detriment of the larger Auburn community. More frustrating is the continual delays to allow a repeat of the numerous disproven claims of opponents.</p> <p>This expansion is a project that's very much needed to encourage healthy non- motorized outdoor recreation. The current single entrance is insufficient to meet community needs.</p> <p>I strongly encourage the Boards timely approval of the proposed expansion</p>
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

September 22, 2020

County of Placer County Community Development Resource Agency
Planning Services Division

Attention: Mr. Steve Pedretti and Planning Commissioners
Mr. Andy Fisher and Ms. Lisa Carnahan, Public Works Parks Division

Re: Thursday, September 24, 2020 Public Hearing on Hidden Falls Regional Park Trails Expansion Project

We are sending this information for review and consideration as we are unable to attend the meeting due to a family member who is going in for surgery. This is something we regret and ask for your understanding.

Please note the following comments on the items being considered for recommendation for approval to the Board of Supervisors.

1. To Modify the Hidden Falls Regional Park (HFRP) Conditional Use Permit (CUP) as delineated in the notice. There are sixty-three (63) parcel numbers listed without any description that are reported to make up approximately 2,765 acres (70% larger than HFRP). The total acreage is without any description and reported to be a mix of zonings which are not defined. It is noted the HFRP boundary area is zoned "mostly as OS (Open Space)," A description follows reporting the HFRP parcel at Mears Place stating the existing parking area zoning and the project area location follows by identifying the boundaries. We find the report does not include the information to answer pertinent questions.

The Final SEIR is not helpful when referring to the report to try to understand the significance of the CUP and how it relates to the project. Please allow us this space to question the materials we are reviewing. Previous letters and comments we submitted included inquiries as to the appropriateness of combining the HFRP final reports and permits with the HFRP Trails Expansion Project. The current project being considered in every way is distinctly different in most areas studied. The most blatant of the differences are the size of the acreage; the roadways negatively impacted and reported as significant but unavoidable in the final SEIR; the extent of the hydrology section involving the watershed, streams and ponds; the wildfire hazard; among others. The final report of the expansion project (Final SEIR) is incomplete due to the fact that it refers back to the draft EIR as well as the HFRP 2010 reports and approvals. Our initial objections to the combining and overlaps have been realized. We relate back to the objections as it definitely is creating an imbalance in the resources available to the people to adequately respond to the issues.

We understand the need to proceed with the next steps in any process and appreciate your expertise on these subjects. We submit the need to recommend that the people on the current list of interested and active participants are provided with detailed information necessary to understand and apply to the decisions and responses regarding the Final SEIR and the CUP connection, application and approval process. Evidently, the CUP is a necessary part of finalizing the approval process and when the people impacted are not informed it is not possible to adequately address the actions involved. We look forward to moving forward with the next steps of the project with the additional information provided.

September ~~2220~~, 2020 Piette – Page 2

2. To make a recommendation on the certification of the Project Final Subsequent Environmental Impact Report (SEIR) as well as Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Plan reported to be done by the listed agencies. The Final SEIR has been distributed and is limited in the content as it refers back to the Draft SEIR for most of the sections considered. It is also named a “subsequent” report since it is combined with the original HFRP reports and approvals. Objections to this decision were voiced and not deemed acceptable. We are now faced with the overlaps, consistently referring back to the HFRP reports and approvals as well as the Draft HFRP Trails Expansion Project in the Final HFRP SEIR.

As resident property owners in North Auburn we continue to ~~object~~ to our County regarding the proposed project to expand the park and trails referenced above. At this time, we ask our Planning Commissioners to apply their expertise to the subjects within the Final SEIR that fail to justify approvals. In our humble opinion, the following do not justify approval.

- Item 1-2 includes explanations referencing Sections of the CEQA Guidelines stating justifications for making changes to the Final EIR as well as stating mitigation measures or project alternatives are infeasible as identified in the report. These are allowed due to the fact that a project that has a certified EIR is recorded. Is the HFRP EIR the certified recorded EIR referenced? If so, we question the process.
- Item 1-4 Responses to Comments covers an extensive period of time during which we, personally, had not received any responses. The posted letters and responses included in the Final SEIR were the first we saw any responses. Our objections to not receiving responses as well as notifications have been expressed regularly. This is unacceptable to those of us who have been actively engaged for more than two years and believe we are entitled to the rights and privileges of being informed.
- Master Response 2 – Wildfire as found in the Draft EIR reports that the Findings of Fact from the 2010 EIR concludes “that the potential for fire to occur during or after project construction was deemed less than significant and that “the potential for wildfire resulting from human or natural causes previously existed in the project area.” This is a prime example of the problems found when a subsequent combined study is used. The 2010 EIR was completed and Phase 1 consisted of 220 acres and Phase 2 resulted in 1,200 acres. The Final SEIR we are studying currently covers 2,765 additional acres reaching into areas not ~~all~~ remotely connected to the HFRP. This does not consider the increase in

visitors to the expanded area that poses a significant danger. Estimates of the number of people have been over 2,000 over a 3-day weekend. Within this item the intention to implement the "Vegetations, Fuels and Range Management Plan" which has been noted to be significantly flawed. As the size of the project is increased this must be corrected.

- Master Response 2-Wildfire Evacuation Plan includes a Draft of a Map and an explanation regarding how the plan will be a work in progress. The people who are threatened are left without any plan. Additional efforts to educate the public on fire prevention are encouraging if it zeroes in on those visiting the park and trails since that is where the risk of fires start. It is reported that 95% of fires are started by people. Our concerns are based on the documented history of plans and promises by the Parks department, since HFRP opened, that were made and not kept. This haphazard approach is a concern.
- Master Response 3 – Traffic, Circulation and Parking is an item being constantly changed. It is reported in the Final SEIR that the Hidden Falls Expansion Project will exceed thresholds for acceptable vehicle miles travelled and that it is a significant but unavoidable impact. Since this is an item that needs knowledgeable and current researchers, many of the North Auburn residents supported a study and it is important to note the significant results including the Bell Road access at the Twilight Ride Area. The final report refers to the "commenter" when including the information from the study. Also it is reported that the roads served by the CHP will be at the same level of coverage. This in spite of the increases expected from this project along with added vehicles for Winery and Farm Breweries. It is unfortunate that there is not a projected figure of visitors to the expanded trails as the objection to opening up the trails continues to be a primary reason for not approving the project. The estimates the local residents have projected include the Twilight Ride access showing 600 vehicle trips on a single Saturday not counting those arriving on foot, by bicycle or horses. There are groups that plan to meet at a designated point and then walk or ride into the access location. The final report reviews problems at the HFRP site and steps taken to resolve the issues, however, the people in the community continue to have problems and have had minimal recognition or resolution by the County.
- Master Response 4 – Land Use Compatibility poses a major concern for the people in the community impacted by the influx of visitors (and others). Recent mailings from the Sheriff's association are a concern if the State and local budgets are not adequate. Since the expansion of the park and trails will open up land to visitors, tourists and perhaps homeless, the need is increased. We are aware of the problems involving crime, vandalism, trespassing, theft and litter in the Mears/Mount Vernon communities. The Twilight Ride access property has become a primary location since the Auburn Valley Community Curtola Ranch access is no longer being considered. That, along with the addition of an agreement with a Hiking Club being added to those wanting access poses a concern. Our property is a few hundred feet from where the access and parking lot and facilities will be constructed and we are against approval of the project.
- Master Response 5 – Agriculture. We are retired seniors and as explained in close proximity to Twilight Ride. The Expansion project includes lands already under control for public access by the Placer Land Trust. This arrangement has work well for all involved and has not been a concern for the people living in the neighboring communities. By indiscriminately opening up lands to the public it creates hazards including wildfires. This alone is adequate reason for not approving the project.

Piette Page 4.

- Master Response 5 – Adverse Effect and Impact Analysis. Management plans are referred to in this section and are not described. It is noted that the increased public presence and potential impacts of grazing operations are of particular concern. Our concerns are also regarding increases in the public. The following statement are on “Alteration of Land Use” and it is stated, “Several residence are located within approximately 40-350 feet from the North property line of Twilight Ride....” Our home and property is one of those rural residences. It continues regarding the “Potential for Conflict” and the zoning and use permits are introduced. We are hoping your knowledge and experience in these areas will assist in determining the significance on our behalf. If these procedures had been addressed or reported as we have been studying the County plans for more than two years now, we may be in a better position to understand why our previous objections were actually potential conflicts.

We realize you cannot advise us, however, the impact of the actions or lack thereof or resolutions through mitigations may help to present our position by taking a stand against the approval of the project. Any input is appreciated. Other alternatives have not been explored.

We have presented our objections, our situation, our requests in good faith and are now looking for ways to move forward to resolve our case. Please add our information to the permanent file.

Respectfully submitted,

James and Jean Piette 5395 Bell Road, Auburn, Ca 95602 530-888-1340

Cc: Placer County Board of Supervisors; Mr. Todd Leopold

Sue Colbert

From: Christy Claes <christy.claes@Placerlandtrust.org>
Sent: Thursday, September 24, 2020 7:35 AM
To: Sue Colbert
Subject: [EXTERNAL] Public Comment for Hidden Falls RP Agenda Item for Planning Commission
Attachments: Placer Land Trust_ Letter to Planning Commission_HFRP_23SEPT2020_sgn.pdf

Good Morning Ms. Colbert,

My name is Christy Claes and I am the Land and Recreation Manager for Placer Land Trust and I am submitting our public comment for today's Planning Commission meeting regarding Agenda Item Hidden Falls Regional Park Trails Expansion Project / Conditional use Permit Modification (PLN18-00187). Our letter of support from our Executive Director is attached.

I am aware that this particular Agenda item has been left on the Agenda for today due to last minute changes but will be discussed in full by the Planning Commission at a later date but we wanted to get our written comment to you by this morning's deadline.

Thanks so much ~

Christy Lee Claes
Land and Recreation Manager

Placer Land Trust
11641 Blocker Drive, Suite 220
Auburn, CA 95603
Office: (530) 887 – 9222
Cell: (805) 550 – 7056

Join us for the FREE virtual 2020 Placer Conservator—Gone Wild! event on Thursday, Sept. 24.
Click [here](#) to learn more, RSVP, and check out some amazing auction items!





Natural Wonders Forever

Placer Land Trust

11641 Blocker Drive #220
Auburn, CA 95603
(530) 887-9222
Fax (530) 888-7720
info@placerlandtrust.org
www.placerlandtrust.org

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Executive Director

Jeff Darlington

Placer Land Trust works with willing landowners and conservation partners to permanently protect natural and agricultural lands in Placer County for current and future generations.



Placer Land Trust is a private, nonprofit 501(c)(3) charitable organization incorporated in 1991, accredited by the national Land Trust Accreditation Commission. Federal Tax Identification Number: 68-0223143.

September 23, 2020

Placer County Planning Commission
3091 County Center Drive
Auburn, CA 95603
via email to: scolbert@placer.ca.gov

Re: Hidden Falls Regional Park Trails Expansion Project / Conditional Use Permit Modification (PLN19-00187)

Dear Placer County Planning Commission,

Placer Land Trust supports the Hidden Falls Regional Park Trails Expansion Project and the Conditional Use Permit Modification for the “Reduced Project”.

For more than 15 years, Placer Land Trust (PLT) has been working with Placer County, the State of California, foundations, and willing landowners to acquire and protect more than 2,500 acres of open space preserves in the Big Hill area where the Trail Expansion Project will occur. Since 2007, almost \$15 million of public and private funds have been invested to date to acquire and permanently protect this land and make it available for public recreation.

Placer Land Trust has already done the critical work of eliminating the potential of subdivision, residential development, and the associated traffic congestion these 2,500 acres would have seen, if these preserves were not acquired by PLT. PLT has already protected these lands against the loss of agricultural use by including livestock grazing into its management of these preserves. This protection of land, natural resources, and agricultural use has already benefitted this area tremendously, and the planned future public recreation on these preserves will provide additional public benefit.

The Trail Expansion Project can be achieved through cooperation among PLT, PLT’s partners (including PLT’s grazing tenant), Placer County, and contract park rangers, and this can all be done in agreement with the intent of past conservation work, in conformance with the specific conservation restrictions on these preserves, and concurrent with continued agricultural use. Despite incorrect assertions by some project opponents, PLT has used these preserves

for agricultural productivity since we acquired them in 2007, and we will continue to use these preserves for agricultural productivity in the future.

Placer Land Trust supports the County's proposed "Reduced Project" as a compromise between the project's public benefits and the potential impacts and concerns raised by the community during public comment this summer.

After PLT's review of the Draft SEIR, PLT supported the project as presented, and PLT also supported Alternative 2 or 3 as other, less impactful, options. Alternative 2 was the least impactful alternative because it reduced parking and other trailhead facilities at all access sites. In response to opposition by some of the project neighbors during public comment, the County's proposed "Reduced Project" limits both the project benefits and the project impacts even further below the level of Alternative 2, yet retains a compromise that will result in a great project. Placer Land Trust is pleased that the County has addressed and mitigated most of the community's concerns.

In conclusion, PLT supports the Final EIR, and we support building the "Reduced Project." PLT believes this project will provide significant benefit to Placer County residents and visitors who enjoy outdoor recreation and who want to walk, run, and ride on trails in the beautiful foothill landscapes of Placer County – landscapes that have been protected by Placer Land Trust for this purpose, now and for future generations.

Sincerely,

A handwritten signature in black ink, appearing to read 'JD', with a long horizontal line extending to the right.

Jeff Darlington, Executive Director
Placer Land Trust



September 23, 2020

Placer County Planning Commission
3091 County Center Drive
Auburn, CA 95603
scolbert@placer.ca.gov

To: Placer County Planning Commission
ATTENTION: PLANNING COMMISSION CLERK

Re: Hidden Falls Regional Park Trail Expansion Project: "*Placer Trails*" Comments
on Final Subsequent Environmental Impact Report (SEIR) and the Proposed
Reduced Project

Placer Trails is a coalition of seven trail groups active in Placer County, with a combined membership of over 4,000. Our groups span the full spectrum of trail users—mountain bikers, hikers, runners, and equestrians—and we are united in supporting the development of new multi-use trail networks. As frequent users of our region's trails, we experience first hand the increased overcrowding of popular trailheads and trails, especially at Hidden Falls Regional Park. The Trail Expansion Project is a unique opportunity for Placer County to more than double the size of the Hidden Falls trail network and provide public access to more than 2,500 acres of open-space, oak woodland preserves owned by Placer Land Trust (PLT). *Placer Trails* enthusiastically supports the Hidden Falls Regional Park Trail Expansion Project ("Trail Expansion Project") and Placer County's Park and Trails Masterplan.

The following comments by *Placer Trails* on the Trail Expansion Project, the SEIR, and the Proposed Reduced Project supplement the comments individually submitted by each trail group.

Public Benefits are Clear

As summarized in the SEIR, the expansion of Hidden Falls trails into adjacent oak woodlands and rangeland is a concept that has been in the works for years. Trail users have been closely tracking the progress of Placer County and its Placer Legacy Open Space and Agricultural Conservation Program, working in close partnership with PLT and willing landowners, to acquire and protect more than 2,500 acres of natural open space and rangeland where the 30 miles of new trails will be located.

Trail activities — biking, hiking, running, and horse riding — are exceptionally popular forms of recreation in Placer County, have proven benefits to individual and community health, and are a major contribution to our region's economy. Nationally, for example, the equestrian industry is a \$9.1 billion/yr business. Bicycle recreation generates \$83 billion across the United States. Numerous Placer County businesses of all sizes sell equipment and supplies, refreshments and food, for biking, hiking, running, and equestrian enthusiasts.

Because of the popularity of trails, however, existing trails and trailheads are in such high demand that they are often overcrowded. Placer County's Trail Expansion Project will add new trailheads and more than 30 miles of multi-use public trails through thousands of acres of protected lands, greatly increasing public accessibility and benefits. Most of the County's new trails would be on PLT preserves located northeast of the existing Hidden Falls Regional Park and north to the Bear River, including a vast landscape of undeveloped blue oak woodlands and rangelands.

Public Support is Strong

There is broad public support for new trails in Placer County. In addition to the more than 4,000 members of our organizations, more than 2,200 individuals signed either online or paper petitions in support of the Hidden Falls Trails Expansion Project and the County's Parks and Trails Master Plan. Perhaps more important than simple head counts are the hundreds of comments made by petition signers. Examples are:

- “We support new trails and would love to do whatever we can to help make this happen and add more value for the community.”
- “Can’t wait for the new trails to open.”
- “Expansion of the park will be an added asset to our County. As a frequent user of the Park I enjoy meeting people of all ages who come out to enjoy Hidden Falls.”
- “I love Hidden Falls but haven’t been in recent years due to the parking issue. I would love expanded trail heads to increase opportunities for visitors.”
- “Trails are essential for our citizens to have access to nature and open space, both of which are vital to nourishing the human spirit.”
- “New trailheads will help equal the impact on all neighborhoods through which access to the wonderful parks and trail system is available.”
- “I cannot overemphasize the importance of these trails to the health, wellness and safety of our community. We live in such a beautiful place, we need safe ways to enjoy it.”

Public Investment Will Now Pay Off

About \$15 million of public and private funds have been invested to acquire and protect the more than 2,500 acres of open space and rangeland in the PLT preserves where the trail expansion will occur. Thanks to PLT and funding partners, the County has achieved this substantial conservation of oak woodlands and public trail access while contributing less than 40 percent of the acquisition funding — a highly leveraged investment by Placer County for public benefit. The Board of Supervisors approved each acquisition through the normal public process, and all these acquisitions include an agreement between the County and PLT to collaborate on providing public trail access.

The County's Trail Expansion Project will include a combination of new and existing trails and ranch roads on these PLT preserves, including new trails built by PLT with community investment. Currently, these PLT trails and preserves are accessible to the public only through monthly docent-led hikes and other events, greatly limiting public use. Public access to these trails and others developed as part of the Trail Expansion Project will be a major public benefit for now and future generations.

Placer Trails Supports Certification of the SEIR

We found the Final Supplemental EIR to be comprehensive in addressing potential impacts and agree with the County's finding that all but a few potential impacts would be less than significant. The County's response to hundreds of comments on the Draft EIR were comprehensive and the Final EIR should be certified.

Placer Trails Supports the Reduced Project Proposed by County Parks

The proposed Reduced Project recently proposed by County Parks is a compromise between (1) the level of public access that trail advocates and County Parks staff believe will eventually be needed, and (2) complete elimination of the project as sought by neighborhood opponents.

The Reduced Project is very similar to Alternative 2, the lowest impact Project evaluated in the EIR, but has even further reduced public access, as shown in the table below. The Reduced Project would definitely have reduced public benefits, but it would have the least negative impact on the environment and the neighborhood because it substantially reduces parking, road modifications, and traffic.

Alternative 2	Reduced Project
Reduces parking from full build-out by about 60%	Reduces parking from full build-out by about 60%
Allows for docent-led tours on a daily basis in Phase 1, and general public access 7 days/week in Phase 2	Further limits use of parking area at Harvego Preserve to only what is allowed today (12 docent-led tours per year)
Includes Phases 1A, 1B and 1C of Garden Bar 40 parking area	Eliminates Phase 1B from the Garden Bar 40 parking improvements (thereby limiting access to only weekends, holidays and other peak use days)
Changes to Curtola Ranch Road	No changes to Curtola Ranch Road
Eliminates the Significant and Unavoidable Visual Impact to Garden Bar Road	Eliminates the Significant and Unavoidable Visual Impact to Garden Bar Road
	Further lessens VMT from Alternative 2 due to the decreased visitation allowed through the Harvego Preserve parking area on Curtola Ranch Road and at the Garden Bar 40 parking area

Placer Trails has carefully considered the Reduced Project in relation to our previous recommendation to proceed with the Full Project evaluated in the EIR. The Full Project evaluated in the EIR would quadruple present parking spaces and maximize public access and benefits. The Full Project, however, would have the greatest impact on traffic, the environment, and the neighborhood.

Despite the reduction in parking by about 60% from the Full Project and elimination of open public access at Curtola Ranch Road, the Reduced Project stills achieves a modest increase in parking and public access to 30 miles of new trails through Placer Land Trust preserves. *Placer Trails* has decided to unanimously support the Reduced Project as a reasonable compromise that will substantially reduce neighborhood impacts while still opening up a new network of multi-use trails. We hope that the neighborhood opponents of the project will also see this as a reasonable compromise. The Parks Commission agreed, with a unanimous vote to recommend the Reduced Project.

Not proceeding with the Trail Expansion Project would result in minimal public benefits from the millions of taxpayer dollars the County has invested. It would not address the current shortage of access at Hidden Falls, would not meet the goals of the County General Plan or Legacy Program, and would not achieve the long-planned use of Land Trust and County-held properties for public recreation.

Conclusion

Placer Trails concludes, based on the analysis in the SEIR, that the impacts of the Hidden Falls Trail Expansion Project are small or can be reasonably managed and will be more than offset by the many benefits of public access to Land Trust preserves – now and for future generations. Seldom has it been so clear as in this time of a global pandemic, that people need access to nature and trails without the hazards of congestion and overcrowding. The County should move ahead with the Reduced Project, as proposed, to create a truly unique and expansive trail system in the foothills of Placer County. We urge the Planning Commission to recommend certification of the

SEIR and associated CEQA documents and to recommend modification of the conditional use permit to enable implementation of the Reduced Project.

Respectfully,

Bernard Mollou



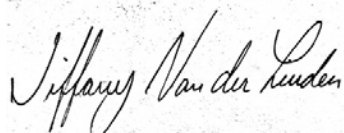
Bernie Molloy, President
Gold Country Trails Council
P.O. Box 753, Cedar Ridge, CA. 95924



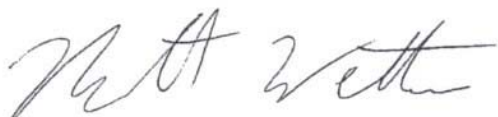
Maureen Henderson, Trails Liaison
Loomis Basin Horsemen's Association
P.O. Box 2326, Loomis, CA 95650



Patrick Parsel, Trails Coordinator
Tahoe Area Mountain Biking Association
P.O. Box 13712, South Lake Tahoe, CA 96151



Tiffany Van der Linden, President
Meadow Vista Trail Association
P.O. Box 871, Meadow Vista, CA 95722



Matt Wetter, President
Folsom Auburn Trail Riders Action Coalition
P.O. Box 6356, Auburn, CA 95604



Diana Boyer, President
Auburn Trail Alliance
P.O. Box 4892, Auburn, CA 95604

A handwritten signature in black ink, appearing to read "Allison Pedley". The signature is fluid and cursive, with a large loop at the end.

Allison Pedley, Executive Director
Truckee Trails Foundation
P.O. Box 1751, Truckee, CA 96160

Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 5:18 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Niels Reimers
Email Address (Optional)	nielsreimers3@gmail.com
Agenda Item (Optional)	Hidden Falls Expansion
Comments	Hi- I'd like to add my support to the Hidden Falls Expansion project, this park is a true gem in our county. Specifically: I support approval of the Final Environmental Impact Report of the Full Project I support the county's plan to build the Reduced Project Plan. Thanks, Niels
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

Sue Colbert

From: noreply@civicplus.com
Sent: Thursday, September 24, 2020 7:58 AM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Steve Schweigerdt
Email Address (Optional)	sschweigerdt@gmail.com
Agenda Item (Optional)	Hidden Falls Expansion
Comments	Hidden Falls is a gem and I love hiking and biking the trails. Placer County needs to protect more places like this and extend the trail network so there are more options. Instead of sprawling all over the landscape there should be generous corridors along all the creeks and ridges connected by trails I'm excited to see the expansion of Hidden Falls take place.. I support approval of the Final Environmental Impact Report of the Full Project. I also support the county's plan to build the Reduced Project Plan.
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 7:46 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	John Yanni
Email Address (Optional)	yannitr6@sbcglobal.net
Agenda Item (Optional)	yannitr6@sbcglobal.net
Comments	<p>Greetings Placer County Planning Commission. I support approval of the Final Environmental Impact Report of the Full Project and the county's plan to build the Reduced Project Plan.</p> <p>My name is John Yanni and am a resident of our beautiful Auburn community for 16 years. I am a Science teacher in Placer County and have taught for 34 years at the 7th grade level. My goal as an educator is to foster, in my students, the love of the outdoors and appreciation for the flora and fauna of our natural world. By setting aside land for people to enjoy Placer County enriches all of humanity and helps ensure a respect that is vital to preserving our future on our planet. I'm confident that you all with gather all the pertinent evidence to support the claim that the Final Environmental Impact Report of the Full Project and the county's plan to build the Reduced Project Plan will help preserve the wonderful community we call home. Thank you for your service to Placer County. John Yanni.</p>
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

Sue Colbert

From: Kelly Altena <kellyaltena@gmail.com>
Sent: Tuesday, September 22, 2020 9:26 AM
To: Sue Colbert
Subject: [EXTERNAL] HIDDEN FALLS EXPANSION ISSUES/OPPOSITION

Dear Ms. Colbert:

Good morning! We are writing this email to send our concerns a final time to address the issues with the HF expansion project.

First, this needs to go before the local MACs...in fact, supporting this statement:

The County website states that "*Municipal Advisory Councils (MACs) were established by the Board of Supervisors to advise them on matters of concern which relate to the area served.*" This is not the time to skip this vital step in county decision making.

Also, why can't the project's public hearings be tabled for a more appropriate time...with Covid we are currently enduring:

The physical, emotional, and mental health challenges from the COVID-19 pandemic;

The economic fallout from the COVID-19 pandemic;

The challenges of education and learning during a pandemic;

Epic wildfires and smoke covering our state;

PG&E Power Shut Offs...

The greatest concerns we are faced with are wildfire risk. The State of California is a tinderbox right now and it's only getting worse with each fire season. Our fires now are mega fires! We are so concerned about fire/life safety, evacuation routes, increased traffic on our narrow rural roads (even without the project, but magnified exponentially with the project), and the burden/stress placed on our first responders this project will bring.

We are sure you are aware that 25% of the entire county's technical rescue calls are at Hidden Falls. Tripling the park and adding all the rugged terrain will triple the rescues. Our first responders WILL be impacted!!!

And finally we are concerned about illegal parking, trespassing, vandalism, theft and altercations along our rural roads, driveways and private roads...all you have to do is go to HF-1 (original project) and you will see what has transpired for the residents along the route/neighborhood to the original HF project: cones along driveways, drivers crossing the yellow lines every single time we've driven this route, drivers speeding down what once was a quiet community and the trash/littering and just blatant blight in the neighboring community.

In fact, speaking of HF-1; there isn't running water, functioning septic and hasn't been for a long time...the precedence seems to be little if any maintenance making one believe that it will not get better, but quite the opposite. We have not ever encountered any "Park" staff anywhere in the park except for the money-generating entry kiosk. The park lacks employees with boots on the ground. One can only believe that the expansion will be no different.

Thank you for your time!

Respectfully,
David and Kelly Altena
Hubbard Road, Auburn

Sent from my iPhone

Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 4:08 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Eric Barrett
Email Address (Optional)	eric@2barretts.com
Agenda Item (Optional)	<i>Field not completed.</i>
Comments	<p>Greetings Planning Commission:</p> <p>Regarding the planned Hidden Falls Regional Park expansion project, I'd like to state for the record, that:</p> <p>A) I support approval of the Final Environmental Impact Report of the Full Project.</p> <p>B) I support the county's plan to build the Reduced Project Plan.</p> <p>I am a current resident of Sacramento and have future plans to move to, or near to, Placer County. Hidden Falls Regional Park is a wonderful recreational resource and it would be a big benefit to the community to expand this Park.</p> <p>Thank you in advance for supporting the expansion!</p> <p>Eric Barrett 3544 Domich Way Sacramento, CA 95821 c: 509.998.7506 e: eric@2barretts.com</p>
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

From: Andy Fisher <AFisher@placer.ca.gov>
Sent: Thursday, September 17, 2020 4:20 PM
To: Jan Tarantino <jan.tarantino339@gmail.com>; Placer County Board of Supervisors <BOS@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Mark Rideout <MRideout@placer.ca.gov>
Cc: Lisa Carnahan <LCarnaha@placer.ca.gov>
Subject: RE: [EXTERNAL] Reduced Project - Staff Recommendation Hidden Falls

Jan, good questions, and we will discuss them tonight. To the question that you asked to be informed of before the meeting, the reference to "daily" in the chart below refers to the full build out that was analyzed in the FSEIR. That is not the reduced project that staff is recommending. The reduced project recommends limitation on docent led tours according to the agreements that are in place with the Land Trust, and I believe you are correct that the agreement designates 12 times per year.

Andy Fisher, Parks Administrator
Placer County | Department of Public Works | Parks and Grounds Division
Address 3091 County Center Drive, Suite 220, Auburn, CA 95603
(530) 889-6819 office | (530) 613-5568 cell | (530) 889-6809 fax | placer.ca.gov

From: Jan Tarantino <jan.tarantino339@gmail.com>
Sent: Thursday, September 17, 2020 2:22 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Mark Rideout <MRideout@placer.ca.gov>; Andy Fisher <AFisher@placer.ca.gov>
Subject: [EXTERNAL] Reduced Project - Staff Recommendation Hidden Falls

To Whom It May Concern:

I am very concerned about the many inconsistencies and contradictions in the document attached to the agenda for the meeting tonight.

- The fact that the traffic study (or a link thereto) that was submitted as evidenced to the County was not included in the recommendation/document publicly distributed. I believe it should have been as it is a current reality vs. the archaic tool(s) the County used to evaluate the safety of the current roads.
- The percentage of 75/25 alluding to those in favor vs. those not in favor is extremely misleading. The fact that various associations sent out a template document, and individuals forwarded that to the Board and elected officials, does not constitute a bonafide *for OR against* vote. Many included nothing but a signature. This data should have been broken down. Only the taxpayers of Placer County should have the ability to vote on a project that so severely affects the Placer County community.
- Wildfire mitigation, although very limited/nonspecific, seems to address the safety of those in the park/on the trails, but not the safety of the surrounding communities. There should have been many lessons learned from the 49er fire - which still remains fresh in the minds of many residents. There is NO evacuation plan. As in 2009, there is no escape for those in the foothills; the arteries are insufficient and the same as in 2009, with the exception of the fact that there are MANY more residences now than before.

- If approved, is this document the final recommendation or will the officials come back full force and attempt to implement the full plan? I believe the community needs clarification on this topic and a written document clearly stating current and future intentions.
- Reference (excerpts below) of the docent-led tours (12 times/year as agreed to with Mr. Harvego). That is **NOT** what the below chart states and doesn't jibe with the verbiage contained in other parts of the recommendation.

I respectfully request that, prior to the meeting tonight, I understand whether this is an oversight. "Daily" does not nearly equate to "12/times per year".

The below are taken directly from the document.

Reservations	Weekends, Holidays, Peak Days	Weekends, Holidays, Peak Days
CURTOLA RANCH ROAD		
Automobile Parking	120	18 (existing)
Equestrian Parking	10	0
Open Status	Daily	Docent Tours Only
Reservations	Daily	Docent tour sign ups

- ▶ Harvego Preserve – Only PLT docent-led tours would access this property via Curtola Ranch Road, with a maximum of 12 days per year as currently allowed. The existing 18 space parking lot would be maintained, with no new parking development or amenities at this entrance to the Trails Expansion Area.

As noted above, the recommended Reduced Project includes 25 additional parking spaces within the existing HFRP parking area, development of two new parking areas off Garden Bar Road and Bell Road, and use of the existing dirt parking area off Curtola Ranch Road for Harvego Preserve docent-led tours. The Reduced Project would limit use of the Harvego Preserve parking area to what is allowed today (12 docent-led tours per year). Other amenities such as bridges, overlooks, picnic benches, tables, restrooms, drinking fountains and equestrian amenities are included with the Reduced Project as well, but would not increase the frequency of the docent-led tours to the Harvego Preserve, and would not include parking or trail access improvements off of Curtola Ranch Road.

Respectfully submitted,

Janet Tarantino
6720 Estates Court
Auburn, CA 95602

- ▶ Harvego Preserve – Only PLT docent-led tours would access this property via Curtola Ranch Road, with a maximum of 12 days per year as currently allowed. The existing 18 space parking lot would be maintained, with no new parking development or amenities at this entrance to the Trails Expansion Area.

POSWALL
WHITE
&
BRELSFORD

A LAW CORPORATION

R. PARKER WHITE
WILLIAM L. BRELSFORD, JR.
JOSEPH A. ANDROVICH

RECEIVED
BOARD OF SUPERVISORS
5BOS TL ALL AIDES (mail person)

SEP 17 2020

SUP COB Corr CoCo
AIDE CEO Other

JOHN M. POSWALL
of counsel

PLANNING DIVISON and BOARD OF SUPERVISORS
3091 County Center Drive
Auburn, Ca. 95603

NOTICE OF DANGEROUS CONDITION OF PUBLIC PROPERTY
GOV'T. CODE ... GARDEN BAR ROAD...HIDDEN FALLS REGIONAL PARK

Dear persons:

In response to your request for comments on the Hidden Falls Regional Park, let me first say I have no objection to the park. However, everyone living on Garden Bar Rd. knows that our road cannot accommodate any more traffic. Most of us have been in at least one accident already due to the narrow and curviness of the road.

Now you propose to put traffic far beyond what it currently in use by homeowners to include untold numbers of vehicles including those with trailers to accommodate equestrian use of the park. This is a recipe for disaster UNLESS GARDEN BAR, NORTH OF MT. PLEASANT IS WIDENED AS PART OF THIS PROJECT.

As a retired attorney who has successfully sued governmental entities for dangerous conditions of roads, I want this letter to remain on file as NOTICE to the County of the dangerous condition you are knowingly creating. As a resident who uses this road, I can assure you everyone in the area knows, as your planning department does, of this danger you are creating.

John M. Poswall
Wilson Town Road

From: Tim OLeary <toleary69@sbcglobal.net>

Sent: Thursday, September 17, 2020 3:43 PM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Mark Rideout <MRideout@placer.ca.gov>; Andy Fisher <AFisher@placer.ca.gov>

Subject: [EXTERNAL] Reduced Hidden Falls Memorandum

I like to say that the "reduced version" is a step in the right direction. There is no "level of trust" between the PLT and Auburn Valley lets look at what's written.

Page 6 of 21 under the Permitted Use heading of the Harvego Ranch section shows "docent led tours 7 days a week, one per day". LLOYD Harvego agreed to a

12 day per year docent tour. There is that "level of trust" again. We talk to LLOYD and his partner Joe Fischer a lot, so we stay updated on communications.

Phase 2, 3 and 4 need to be completely removed from any consideration! The level of trust says the PLT will attempt to bring this back in the mix!

Road use fees are something that every property owner pays throughout Auburn Valley. These fees are paid twice a year to support the maintenance of our

"private roads". If the PLT wishes to have their 12 docent led tours per year we will be happy to assess the appropriate fees in connection with their use. Nobody

uses our private roads for free.

Page 13 of 21 under the heading "Final SEIR" it stated there were over 500 comments received on the draft SEIR. 75% expressed support and 25% expressed

opposition. Let's remove all the "boiler plate" templates from the Horseman's Assoc. and all the non-Placer Co. residents and redo that analysis. That 75% turns into

5% at best! There is the "level of trust" again! The plan at PLT looked like lets flood them with support from folks that don't have any "skin in the game"

Page 18 of 21 under Public Outreach stated the County Parks Division offered to meet with any local resident who wishes to discuss the proposed project. Evidently

that did not include anyone in Auburn Valley. No one has any letter or email to this statement! Once again "the level of trust" returns!

Standing behind the analysis and conclusions of the "full project descriptions" is short-sided and dangerous. The conclusions of CalFire and Placer Co. Fire just

looks like "lets all agree to do this". Safety protocol was shelved and improper analysis proves that they did not put together a plan that works! When I talked on

the Hydrology topic I mentioned the inadequate water source at the Mears Rd entrance. From a safety standpoint it should be closed! Not reopened until a reliable

water source is found for the park visitors and for fire suppression.

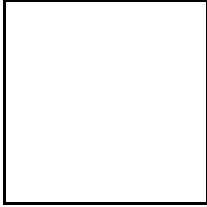
In closing Auburn Valley achieved a "Firewise Community" status a short time ago. Through the efforts of many people in this community we are trying to keep our

community safe. As the HFRP issue moves forward we will keep a "watchful eye" because there is no "level of trust" between the PLT and Auburn Valley!

Respectfully submitted,

Tim OLeary
6720 Estates Ct.
Auburn, CA 95602

Tim O'Leary



Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 10:13 AM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Dayna Burgeson
Email Address (Optional)	burgesonfarm@sbcglobal.net
Agenda Item (Optional)	Hidden Falls Expansion
Comments	I am in support of the final Environmental Impact Report of the full project. I am also in support of the Reduced Project Plan. Our county and specifically this park needs more trails and access points for the public.
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 2:09 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Zachary Chown
Email Address (Optional)	zacharychown@yahoo.com
Agenda Item (Optional)	Hidden Falls Trail Expansion
Comments	<p>Hello,</p> <p>I am writing to share my support and excitement toward the project expanding the trail system at Hidden Falls. As a mountain biker, I think this would be great for everybody. More space for everyone would be huge. Adding more to the existing trails that I already love would be great. We frequently end up eating at local establishments in Auburn as well as filling up on gas, snacks etc, so I'd imagine making HF more appealing would do nothing but increase that from many others.</p> <p>I support approval of the Final Environmental Impact Report of the Full Project. I support the county's plan to build the Reduced Project Plan. I do think that parking is something that at some point might need to be addressed, but I am not familiar enough with the area to know if there are easy "bike in" entrances in the expanded areas.</p> <p>Keep up the good work, it is highly appreciated.</p> <p>Thanks, Zach Chown</p>
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

Sue Colbert

From: Linda Cline <lindac6413@gmail.com>
Sent: Wednesday, September 23, 2020 4:40 PM
To: Sue Colbert
Subject: [EXTERNAL] SEIR for Hidden Falls Expansion

Dear Planning Commission members -

I am requesting that you will carefully consider the timing of your recommendation to the Supervisors for the Hidden Falls Expansion Project. The SEIR - a 5,000 + page report - was just recently distributed to the public, along with another 500 page review! I do not believe it is realistic or fair to expect residents to read, process and respond to such huge documents in such a short time frame!

I would also hope that you would consider the poor timing of making these critical decisions regarding HFRPT Expansion, when everyone is under such stressful circumstances! All of us are personally struggling with the burden created by the pandemic (which is NOT yet resolved), economic uncertainty, educational stress on our teachers, students, and families, AND threatening wildfires and smoke!! Is this really the time to be expecting concerned constituents to navigate this enormous SEIR, attend public meetings, and address such an impactful project??! This is not an 'essential' project that really needs to be approved right now!

With the Western US ON FIRE - at just the beginning of the fire season, it seems our county priority should be to NOT add to the current threat! As previously stated many times, the HF Expansion just increases the wildfire risk, impacts narrow roads needed during an evacuation & for emergency vehicles, and puts an unnecessary burden on our already over- burdened first responders!!

I am hoping and begging that each of you will perform your civic responsibility by keeping current safety priorities (COVID, WILDFIRE RISK , the CLIMATE CRISES) at the top of your agenda!

I appreciate your careful and critical attention to these pressing issues, rather than contributing to expanding the risks!

Linda Cline

•

Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 3:51 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Wilman Dea
Email Address (Optional)	<i>Field not completed.</i>
Agenda Item (Optional)	<i>Field not completed.</i>
Comments	I think with Covid 19 their is a resurgence in demand for recreational activities but the problem is a limited amount of access. If you build it, people will come.
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

JOHN DUTTON
LAW OFFICES

1505 Grass Valley Highway
Auburn, California 95603-2806

(530) 885-1906 Telephone

September 16, 2020

RECEIVED

SEP 21 2020

CDRA - Planning

Placer County Planning Commission
3091 County Center Drive, Suite 140
Auburn, California 95603

Re: Placer County Planning Commission Hearing on Hidden Falls Regional Park Trails
Expansion Project, Conditional Use Permit Modification (PLN19-00187)
September 24, 2020

Dear Commissioners:

I object to granting the permit for the above project on the following grounds:

1. **This project is dangerous for the people who use Bell Road and Lone Star Road;**
2. **Placer County has no legal right to allow the public to use Auburn Valley Road, Curtola Ranch Road, and the Harvego property, they are all private property;**
3. **The Placer County Community Development Resource Agency's Environmental Impact Report is legally insufficient and factually wrong; and**
4. **The scaled-down Hearing before the Planning Commission violates the law and denies due process in restricting public access and evidence.**

1. **This project is dangerous for the people who use Bell Road and Lone Star Road.**

Bell Road and Lone Star Roads are the only roads to enter or exit Auburn Valley and the homes along Bell Road and Lone Star Road.

I live and own property in Auburn Valley. I regularly drive Bell Road and Lone Star Road. Those roads are narrow two-lane rural roads, with many curves, dips, and blind spots. To funnel substantial additional traffic including horse trailers onto those roads will make them extremely dangerous and congested.

There are approximately one hundred fifty homes in Auburn Valley, and numerous homes along Bell Road and Lone Star Road. To add additional traffic including horse trailers and horses to the area will make it much more difficult to evacuate if there is a wildfire or other emergency. In the Camp Fire in 2018, it was difficult for people to evacuate Paradise, and eighty-five people died.

The Placer County Community Development Resource Agency's plan (hereinafter referred to as the Agency) includes a fifty-acre parking area at Bell Road. The parking area would have one hundred vehicle parking spaces and forty horse trailer parking spaces. The Agency obviously expects heavy additional traffic including horse trailers on Bell Road. How the horse riders and hikers would get from this parking area to the trails is not clear.

2. **Placer County has no legal right to allow the public to use Auburn Valley Road, Curtola Ranch Road, and the Harvego property, they are all private property.**

This project is based on a false legal premise – that the County has the right to allow the public to use this private property. Such action by the County would be illegal and violate the United States Constitution. The Agency is trying to run roughshod over the rights of private property owners to fulfill the Agency's vision for this project.

3. **The Agency's Environmental Impact Report is legally insufficient and factually wrong.**

As pointed out in the May 20, 2020 letter from attorney Kathryn Oehlschlager of the Downey Brand Law Firm, the Environmental Impact Report is legally insufficient. That letter is Letter No. 1183 in the records of the Agency, and is incorporated herein by reference.

It is factually wrong to call the extensive developments at Bell Road and on the Harvego property an expansion of the Hidden Falls Park. There is no continuity between Hidden Falls Park and the developments on Bell Road and the Harvego property; they are miles apart. Those developments at Bell Road and the Harvego property are a new project.

4. **The scaled-down Hearing before the Planning Commission violates the law and denies due process in restricting public access and evidence.**

The Hearing before the Planning Commission has been structured to limit public access and the presentation of evidence. There is no emergency or other reason that requires this project to be heard now in an abbreviated hearing where public input and evidence is limited. This is an illegal procedure and violates due process.

It is incorrect to frame this proceeding as a modification of the existing Use Permit. The developments at Bell Road and the Harvego property have no connection to Hidden Falls; they are miles apart. This part of the project on Bell Road and the Harvego property are a new development which requires a new use permit.

This application for Modification of the Use Permit should be denied. No more taxpayer money should be spent on this grandiose, expensive, unnecessary project.

Yours very truly,



John Dutton

JD/ma

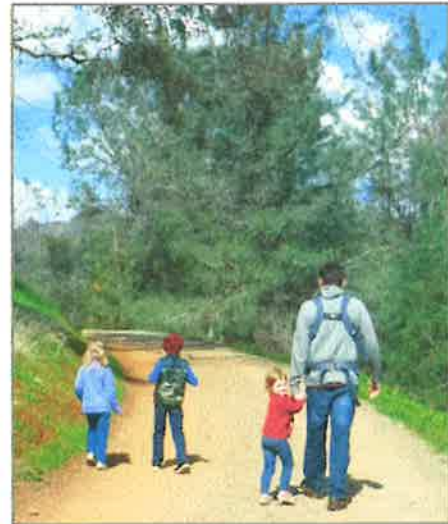
cc: Placer County Supervisors Gore, Gustafson, Holmes, Uhler, and Weygandt
Placer County Planning Commissioners Cannon, Hauge, Herzog, Johnson, and Moss
Placer County Community Development Resource Agency
Auburn Valley Property Owners Association

September 21, 2020

To: Placer County Planning Commission
Chairman and Commissioners

From: Jeffrey Foltz and family
Rocklin, CA

Subject: Support for Hidden Falls Regional
Park Expansion project and the reduced option
as proposed in the Conditional Use Permit
Modification PLN19-00187



The Hidden Falls Regional Park Expansion project adding 2,500+ acres of parkland has been under study for the last four years, with surveys, rewrites, environmental studies, public hearings, MAC meetings, consultation with neighbors, and outside agencies, updates and discussion with Placer County Commissions. 6,000 homeowners notified on multiple occasions of the status and hearings scheduled for Hidden Falls Expansion. Every opportunity has been afforded the public to comment. In fact, 75% of the comments received on the DSEIR were positive towards the development of Hidden Falls expansion.

The County staff has done an excellent job shepherding the project through the process listening to all sides.

As I'm sure you are aware the Placer County Parks Commission at their public hearing recommended to the Board of Supervisors approval of the reduced Hidden Falls expansion option as recommended by the County Staff. While the Commission understood the need for the reduced option at this time, long term, the County should not lose sight of the full buildout option over time as the popularity of the Regional Park grows.

So why did the Parks Commission approve Hidden Falls expansion? They looked to the future. The Legacy that has already been established for the Regional Park shown by the high demand and demonstrated joy people get walking and riding on trails in the beautiful foothills of the Sierra Nevada. The partnerships were developed with other agencies and nonprofits to make the expansion a reality while maintaining protection of open space and agricultural grazing lands. The Parks Commission also carefully evaluated the potential fire, water and traffic issues and came away satisfied with the SEIR recommendations


that all three can be managed. Finally, they recognized the value and long term benefits to 500,000 residents of Placer County that has been and always was the Parks Commission Legacy.

What is the Planning Commission's Legacy? Normally, the Planning Commission is considering multi unit subdivisions, office complexes, commercial development, industrial buildings, zoning code changes and wineries and wedding venues on agriculture, grazing land etc. I would argue this week on September 24, 2020, your actions and vote have a much higher calling, and far more meaningful to the citizens of all ages in Placer County. The approval of the Hidden Falls reduced expansion plan (a significant compromise with the few naysayers, I might add), as outlined in the conditional use permit is far more significant and has a larger and lasting impact than anyone single economic development project.

Hidden Falls expansion protects open space, provides the opportunity to commune with nature far from urban development. This project is for today's citizens, their children, grandchildren and future generations. The 500,000 residents of Placer County will thank you, after careful reflection of the issues, for your 'Yes' vote recommending this project to the Board of Supervisors. Then, you can stand up and be proud and tell your family, children, and grandchildren that you approved a Regional Park Legacy for all time.

Looking forward to your yes vote, and thank you for your public service to Placer County.

Sincerely,



Jeffrey Foltz





To: Placer County Planning Commission

September 21, 2020

From : Placer Trails, coalition of trail users

Subject : Planning Commission agenda item scheduled for September 24, 2020 on Hidden Falls Regional Park Trails Expansion project - Conditional Use Permit Modification (PLN19-00187)

PUBLIC SUPPORT IS STRONG FOR HIDDEN FALLS EXPANSION

Placer Trails a coalition of more than 4,000 trail users, from hikers, bikers, equestrians and runners undertook a petition drive in 2019 throughout Placer County in support of Hidden Falls expansion. More than 2,200 individual signed petitions were collected from both hand collected paper petitions as well as online petitions through 'ipetition'.

In addition to the petition drive Placer Trails members also collected paper petition signatures at three community events utilizing a booth to tell the story of Hidden Falls Regional Park and the good work Placer County is doing to develop the Park. We specifically chose events in different cities to collect signatures providing concrete evidence of broader support for Hidden Falls expansion. More than 600 signatures in support of Hidden Falls expansion were collected.

The three community events included 1. The annual Gold Country Fair in Auburn 2. The annual Chamber of Commerce event in Rocklin, Hot Chili Cool Cars 3. The annual Placer County SPCA , Barktoberfest in Lincoln.

When the Hidden Falls expansion project was explained to the public with 30 miles of new trails , multiply access point, additional parking and the opportunity to commune with nature in protected open space. People were highly enthusiastic and supportive that Placer County was undertaking Hidden Falls Regional Park trail expansion and eager to sign the petition. In addition to the paper petitions an online petition site was established to make it easy for people to go online and support Hidden Falls expansion.

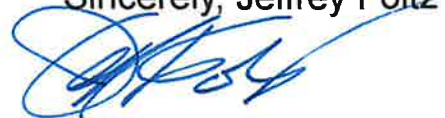
Through the online “ipetition” site ‘Support Placer County Trails’ more than 1,100 people have signed the petition with over 400 comments. Those who signed support Placer County Parks and Trails Master Plan and Hidden Falls Regional Parks Trail Expansion. They recognize this is a major step towards enhancing recreational opportunities for all Placer County residents. A few of there comments :

1. “Trails are essential for our citizens to have access to nature and open space, both of which are vital to nourishing the human spirt”
2. “Very excited about this proposed expansion. This popular area needs more parking and more access. We are hikers, mtn. bikers and equestrians”
3. “Expansion of the Park will be an added asset to our County. As a frequent user of the Park I enjoy meeting people of all ages who come out to enjoy the Hidden Falls”
4. “New trailheads will help equal the impact on all neighborhoods through which access to the wonderful park and trail system is available”
5. “I cannot overemphasize the importance of these trails to the health, wellness and safety of our community. We live in such a beautiful place, we need safe ways to enjoy it”
6. “We support new trails and would love to do whatever we can to help make this happen and add more value for the community”
7. “Can't wait for the new trails to open”

Placer Trails coalition encourages your support for Hidden Falls Regional Park Expansion under the reduced plan as supported by the Placer County Parks Commission. And a yes vote on the Conditional Use Permit modification. 500,000 residents of Placer County will thank you for your yes vote.

Attached is a copy of the more than a thousand paper petitions gathered throughout Placer County and Three Public Events. The signatures came from Boy Scouts, cub scouts, volunteer groups, trail advocates , bicycle groups, hiking and trail runners, equestrians and everyday citizens who enjoy the outdoors of all ages. There are 500,000 residents in Placer County and when given the opportunity to enjoy and support preservation of open space and trails they do.

Exhibit A. Attached 1,000+ paper signatures supporting HiddenFalls expansion.

Sincerely, Jeffrey Foltz


Placer Trails
Supporters of Placer County Trails

Copy - Original to
Board of Supervisors

We the undersigned support the Placer County Parks and Trails Master Plan and the Hidden Falls Regional Park Expansion and urge their approval by the Placer County Board of Supervisors.

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Name	Address	Signature
1 Patrick Hopkins	Colfax, Ca.	Patrick Hopkins
2 Claudia Kress	Auburn Ca.	Claudia Kress
3 Kay Best	Auburn, Ca.	Kay Best
4 Darla Pruitt	Auburn Ca.	Darla Pruitt
5 Isabella Burkhalter	Rocklin, CA	Isabella B
6 KARLEE SNOW	ROCKLIN, CA	Karlee Snow
7 Scott Cash	Granite Bay	Scott Cash
8 Tom Vagstad	Rocklin	Tom Vagstad
9 Charlene Rhodes	Roseville	Charlene Rhodes
10 Alexis Br Braw	Rocklin CA	Alexis Br Braw
11 Lindsay McLaughlin	Rocklin CA	Lindsay McLaughlin
12 Cheryl Vandleet	Rocklin CA	Cheryl Vandleet
13 Evelyn Vandleet	Rocklin, CA	Evelyn Vandleet
14 John Dieken	Rocklin CA	John Dieken
15 David Baker	Rocklin	David Baker
16 ALAN BRONAR	Rocklin	Alan Bronar
17 Natasha Coleman	Rocklin	Natasha Coleman
18 Mishra Felix	Sacramento	Mishra Felix
19 Cheryl Annwinger	Roseville	Cheryl Annwinger
20 Samantha Katzenstein	Lincoln	Samantha Katzenstein

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Name	Address	Signature
1 Savanna Greenhaw	Rocklin	Savanna Greenhaw
2 Stefanie Greenhaw	Rocklin	Stefanie Greenhaw
3 Jamie Martin	Rocklin	Jamie Martin
4 Joanna Karlsted	Rocklin	Joanna Karlsted
5 Julie Riggs	Roseville	Julie Riggs
6 Lynette Martynse	Rocklin	Lynette Martynse
7 Jeremy Martynse	Rocklin	Jeremy Martynse
8 DOUG SIOBERG	ROCKLIN	Doug Sioberg
9 MARY ANNE SIOBERG	ROCKLIN	Maryanne Sioberg
10 DENNIS MEYERS	ROCKLIN	Dennis Meyers
11 Charlotte Delaire-Meyers	Rocklin	Charlotte Delaire-Meyers
12 Ruben James	Rocklin	Ruben James
13 Tami Zerilli	Roseville	Tami Zerilli
14 GINA STAMER	Roseville	Gina Stamer
15 DARL LORBER	ROCKLIN	Darl Lorber
16 Hannah Long	Rocklin	Hannah Long
17 P J PADILLO	AUBURN	P J Padillo
18 Michael Switt	Rocklin	Michael Switt
19 Cynthia Maher	Sacramento	Cynthia Maher
20 Nathan Taylor	Rocklin (Brenner)	Nathan Taylor

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Name	Address	Signature
1 Nancy Irvine	6019 EQUUSIAN TER, ROC 95677	
2 Jeff Lines	Rocklin Ca 95765	
3 Matt Lines	Rocklin Ca 95765	
4 Susan Fuentes	Rocklin	
5 Mark Fuentes	Rocklin	
6 Sylvia Ramirez	5310 Whitney Rocklin	
7 Rosalie Loreda	Penryn	
8 Maria Loreda	Rocklin	
9 Tess Warren	Rocklin	
10 BRIAN WARREN	Rocklin	
11 Steve Norrre	Yacoville	
12 Eric Judd	Rocklin	
13 Linda Judd	Rocklin	
14 Ken Opet	Rocklin	
15 Christine Val	Rocklin	
16 Josh Meyers	Rocklin	
17 Diana Meyers	Rocklin	
18 Karen Raleigh	Rocklin	
19 Jim Greenham	Rocklin	
20 Justin Greenham	Rocklin	

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Name	Address	Signature
1 Karen Smith	3302 SV Ct Rocklin 95765	KS
2 Ashton Smith	3302 SV Ct. Rocklin 95765	
3 Melissa Bittman	911 Taron Avenue Rocklin 95765	MB
4 Jim Hammer	5710 BIRCH CT ROCKLIN, CA 95765	JH
5 George Selgado	3400 Rocklin Rd, Rocklin 95767	
6 Douglas Orilla	3937 Horseshoe Cir Loomis CA 95650	
7 RONNA DAVIS	5205 Silver Peak Ln. Rocklin	RD
8 Manuel G. Romero	205 Rancho Barulona Ct 95747 Rocklin	CP 9
9 Diego Romero	"	Troop 29 Rocklin
10 Mia Romero	"	Troop 29 Rocklin
11 Marko Romero	"	Troop 29 Rocklin
12 Ajay Dhiller	Rocklin	Troop 29 Rocklin
13 Ashton Smith	Rocklin	Troop 29
14 Tejesh Remyani	Rocklin	Troop 29
15 Xander Hutton	Rocklin	Troop 29
16 KENT DAVIS	4340 Sunset Rocklin CA	Kent Davis
17 Elan Turner	Granite Bay CA	Elan Turner
18 Sean Turner	Granite Bay CA	ST
19 Debra Brinto	Granite Bay CA	Debra Brinto
20 NIKKI Hopkins	Colfax, CA	N. Hopkins

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Name	Address	Signature
1 Brian Zeman	5635 Blackrock Rd Rocklin	Brian Zeman
2 DOLORES DIAZ	5635 BLACKROCK RD	Dolores Diaz
3 Gerald J. LaFave	2009 Creekcrest Lane	Gerald J. LaFave
4 Carla LaFave	2009 Creekcrest Lane	Carla LaFave
5 Leticia Martinez	427 Lincoln St. Roseville 95678	Leticia Martinez
6 Deborah Lynn	12155 Sunnyhill Rd. Auburn, CA 95603	Deborah Lynn
7 DEAN SHARP	12155 Sunnyhill Rd Auburn	Dean Sharp
8 Amber Andrews	1006 Limerick	Amber Andrews
9 Kathleen Eyrash	6947 Meadowlark Ln	Kathleen Eyrash
10 E.A. Fuentes	1826 Beckwith Lane	E.A. Fuentes
11 JAC MOLANDER	8901 RIDGE RD NEWCASTLE	JAC MOLANDER
12 Mary Dietrich	12170 Lakeshore North Auburn	Mary Dietrich
13 DAVID Dietrich	12170 LAKESHORE NORTH Auburn	David Dietrich
14 Carol Smalley	14740 Meadowlark Auburn, CA	Carol Smalley
15 Adam Brack	PO Box 8431 Reno, NV 89507	Adam Brack
16 Dave Kingdon	220 Sutter St Auburn, CA 95603	Dave Kingdon
17 Cynthia Pekar	19 Wendy Circle GV 95945	Cynthia Pekar
18 Paul John	8205 Canada Ln. Loomis 95650	Paul John
19 Daniel Knynenburg	7859 Summerplace Dr	Daniel Knynenburg
20 Sarah Whitehead	3915 Horseshoe Cir Loomis	Sarah Whitehead

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Name	Address	Signature
1 Teri Personei	Nevada City CA Nev. Co	[Signature]
2 Lori Codey	Auburn 95602	[Signature]
3 Karrie Dunham	Colfax CA 95713	Karrie Dunham
4 Gem Dunham	Colfax CA 95713	Gem Dunham
5 Susan Miller	Roseville CA 95661	S Miller
6 Anna Beckett	Colfax CA 95713	Anna Beckett
7 [Signature]	Lincoln, CA 95648	Jon E. Wilson
8 Hazel Valentine	Granite Bay	Hazel M. Valentine
9 Cindy Pope	Penn Valley 95946	Cindy Pope
10 Amanda Smoot	Auburn, CA 95603	[Signature]
11 [Signature]	Rocklin CA 95677	[Signature]
12 Haylee Remy	Lincoln CA 95648	Haylee Remy
13 Pam Pussich	Nevada City CA 95959	[Signature]
14 Cynthia Clarkson	Placer CA	Cynthia Clarkson
15 Gordon Frasier	Placer CA	Gordon Frasier
16 Lee Merrideth	Placer CA	Lee Merrideth
17 Anne Blossome	Placer CA	Anne Blossome
18 Vicente Hernandez	Placer CA	Vicente Hernandez
19 Bonnie Dunham	Placer CA	Bonnie Dunham
20 Nicholas Ryan	Placer CA	Nick Dunham

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Name	Address	Signature
1 Christin Kearns	Roseville	Christin Kearns
2 Grace Kearns	Roseville	Grace Kearns
3 Steve Moraga	Lincoln	Steve Moraga
4 Cody Moraga	Auburn	Cody Moraga
5 Jeffrie Morse	Orangetown	Jeffrie Morse
6 Kathy Sanchez	Rocklin	Kathleen Sanchez
7 Katherine Axtell	Newcastle	Katherine Axtell
8 Evan Zowicki	Roseville	Evan Zowicki
9 Lisa DeHacruiz	Lincoln	Lisa DeHacruiz
10 Jill Page	Rocklin	Jill Page
11 Ciara Bubba	Carmichael	Ciara Bubba
12 Bill Bubba	Carmichael	Bill Bubba
13 Jarrod Forrest	Rocklin	Jarrod Forrest
14 John Martinez	Antelope	John Martinez
15 Marykate Sverdrup	Rocklin	Marykate Sverdrup
16 Kristy Vinko	Rocklin	Kristy Vinko
17 Grant Caldwell	Rocklin	Grant Caldwell
18 Tom Martini	Roseville	Tom Martini
19 Ryan Martin	Roseville	Ryan Martin
20 Linda Allmendinger	Roseville	Linda Allmendinger

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Name	Address	Signature
1. Renee Russell	Rocklin	Renee Russell
2. Jackson Core	Rocklin	Jackson Core
3. Jessica Coe	Rocklin	Jessica Coe
4. Stacy Hall	Roseville	Stacy Hall
5. Susan Noonan	Rocklin	Susan Noonan
6. Carley Noonan	Rocklin	Carley Noonan
7. James Morris	Rocklin	James Morris
8. Megan Dresser	Rocklin	Megan Dresser
9. Neil Doran	Rocklin	Neil Doran
10. Kathy Reiman	Rocklin	Kathy Reiman
11. Libby de Luna	Rocklin	Libby de Luna
12. Danette Chou	Rocklin	Danette Chou
13. Maria A. Marquez	Rocklin	Maria A. Marquez
14. Jaiben Keenan	Roseville	Jaiben Keenan
15. Lilly Walton	Rocklin	Lilly Walton
16. Ruby Latta	Rocklin	Ruby Latta
17. Cody Walton	Rocklin	Cody Walton
18. Michelle Walton	Rocklin	Michelle Walton
19. Donna Davis	Rocklin	Donna Davis
20. Linda Markwart	Rocklin	Linda Markwart

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Name	Address	Signature
1 Amy Johnson	7845 Jeanne Ct Loomis	[Signature]
2 TOM JOHNSON	7845 JEANNIE CT LOOMIS	[Signature]
3 Robert Elmore	4920 High St Rocklin 95677	[Signature]
4 [Signature]	5104 Rescille	[Signature]
5 Jean Britton	Rocklin	[Signature]
6 Chris Gimmoth	Rocklin	[Signature]
7 Sherika Sauc	Rocklin	[Signature]
8 THOMAS M. GUICHARD	SACRAMENTO	[Signature]
9 Jennifer Sullivan	Roseville	[Signature]
10 Monica Gregersen	Rocklin	[Signature]
11 Chad McCoskey	Rocklin	[Signature]
12 Jennifer Pearce	Rocklin	[Signature]
13 Wendy Fernandez	Rocklin	[Signature]
14 Karen Helder	Rocklin	[Signature]
15 Ian Taylor	Rocklin, CA	[Signature]
16 Bill Dowe	Burlington, WA	[Signature]
17 Marizha Nikzie	Rocklin	[Signature]
18 Alecia Allen	Rocklin	[Signature]
19 Paul Smith	Lincoln	[Signature]
20 Jim M... ..	Loomis	[Signature]

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Name	Address	Signature
1 David A. Verhaag	1010 Woodglen Dr Roseville	[Signature]
2 Bonnie Verhaag	" " "	[Signature]
3 Paul Vinciguerra	1520 High St, Auburn	[Signature]
4 Jessica Minero	500 Flaming Place	[Signature]
5 Caitlin Holleran	1528 Oak Hill Way	[Signature]
6 Stephanie Hatch	8185 RAMSGATE Drive	[Signature]
7 Jonathan Contratto	Rocklin	[Signature]
8 James Contratto	Rocklin, CA	[Signature]
9 Celeste Contratto	Rocklin, CA	[Signature]
10 Malva Pilloni	Grange Bay, CA	[Signature]
11 Ethylene Morris	Lincoln, CA	[Signature]
12 Geoff Morris	Lincoln, CA	[Signature]
13 Karin Carlson	Auburn, CA	[Signature]
14 Joe Abramowitz	Rocklin, CA	[Signature]
15 Kristen Odell	Roseville CA	[Signature]
16 Jeff Odell	Roseville CA	[Signature]
17 Julia Villarrreal	Sacramento	[Signature]
18 Eric Villarrreal	Sacramento	[Signature]
19 M. Miller	Salt Lake	[Signature]
20 J. Med	Salt Lake	[Signature]

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Name	Address	Signature
1. Pete Miller	8101 Cantershire 95746	[Signature]
2. Kaylyn Bombard	Wheatland	[Signature]
3. Cecilia Bombard	Lincoln, CA	[Signature]
4. Michael Stark	Rocklin	[Signature]
5. Mark Wolff	9400 Old Ranch Horse Rd Rocklin	[Signature]
6. Alex Franklin	15731st St LINCOLN CA	[Signature]
7. Chris McVay	2301 Sunset Blvd #1007 Rocklin, CA	[Signature]
8. Chris Byrne	3613 Amethyst Dr Rocklin 95670	[Signature]
9. Sharon Byrne	11 11 11	[Signature]
10. Kevin Tyler	6019 Equestrian Ter. Rocklin	[Signature]
11. AUREAN CAYOCARRE	Rocklin	[Signature]
12. Jean Nunez	7685 Mt Vernon Road Auburn	[Signature]
13. Ling Huynh	3025 GOODNIGHT TRAIL DR. ROSEVILLE	[Signature]
14. Nick Dulcek	3025 goodnight trail Roseville	[Signature]
15. Theresa Landon	816 Spotted Pony Ln Rocklin	[Signature]
16. David Beachman	4206 Forestlake Dr. Rocklin	[Signature]
17. Sarah Finn	5405 5th Street. CA 95677 Rocklin	[Signature]
18. Kathryn Benedict	4624 Longview Way Rocklin 95672	[Signature]
19. Debanik Chundhur	2826 Hillcrest Rd. Rocklin 95765	[Signature]
20. Corrine Quesada	Rocklin	[Signature]

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Name	Address	Signature
1. Lori Wilson	116133 Aurora Wy M.V. Ct	Lori Wilson
2. Calvin Olson	10221 Indian Hill Rd Newcastle	Calvin Olson
3. Vickie Olsen	10221 Indian Hill Rd Newcastle	Vickie Olsen
4. Leigh Meadows	800 mo Court Auburn	Leigh Meadows
5. Nancy Hemm	PO Box 5905 Auburn	Nancy Hemm
6. Samuel Bennett	10045 Blue Jay Ln Truckee 96162	Samuel Bennett
7. John Slover	San Ramon, Ca.	John Slover
8. Jeff Oestreich	3169 DEMARTINI DR ROSEVILLE CA	Jeff Oestreich
9. Jacob Morgan	170 Forest Hill Ave. Apt 7. Auburn CA	Jacob Morgan
10. Xaniera Newman	2121 University Ave Rocklin CA	Xaniera Newman
11. Julie Benning	250 Nation Drive, Auburn CA 95603	Julie Benning
12. Jeremy Benning	250 Nation Drive, Auburn CA 95603	Jeremy Benning
13. Jeffrey L Johnston	135 Mallon Court Lincoln. CA 95648	Jeffrey L Johnston
14. Jeanne M. Johnston	135 Mallon Court Lincoln CA 95648	Jeanne M. Johnston
15. Jon L Johnston	135 Mallon Court Lincoln CA 95648	Jon L Johnston
16. KYLIE TOTO	135 MALLON COURT	KYLIE TOTO
17. SAMANTHA SCOTT	13057 LINCOLN WY, A, AUBURN, CA 95603	Samantha Scott
18. Janet Patten	11250 Joeger Rd	Janet Patten
19. Teresa Jay	22828 Placer Hills Rd, Colfax	Teresa Jay
20. Joe Wald	4115 Sailors Ravine Rd	Joe Wald

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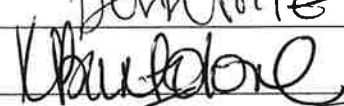
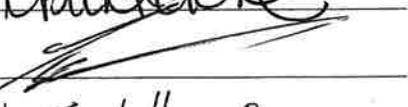
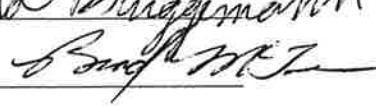
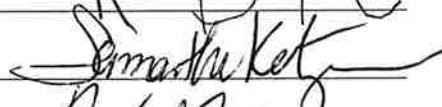
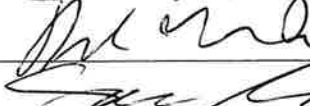

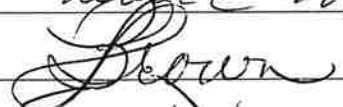

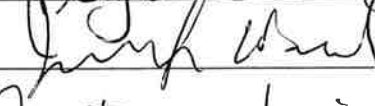
Name	Address	Signature
1. Jennifer Cronkrite	8221 Choctaw Trace, Penryn	Jennifer Cronkrite
2. Carrie Moulding	2085 Ladera Dr Lincoln	Carrie Moulding
3. Eric Szyper	4530 Lake Forest Dr. Loomis, CA	Eric Szyper
4. Shai Szyper	4530 Lake Forest Dr, Loomis, CA	Shai Szyper
5. Caitie Moulding	2085 Ladera Dr. Lincoln	Caitie Moulding
6. Tawny Perez	8501 Nesting Ct Granite Bay, CA	Tawny Perez
7. Keira Langmaid	Penryn	Keira Langmaid
8. Halin Langmaid	Penryn	Halin Langmaid
9. Julie Sease	200 La Loma Ct. Folsom, CA 95630	Julie Sease
10. Debbie Helton	2526 Del Mar Ave	Debbie Helton
11. Cali Helton	Same	Cali Helton
12. Shawn Helton	2526 Del Mar Ave	Shawn Helton
13. Terry Moulding	2085 Ladera Dr. Lincoln	Terry Moulding
14. Gilberto Delgado	2526 Delmar Ave	Gilberto Delgado
15. Andre Delgado	Delmar Penryn	Ad
16. Alex Zaher	Delmar Penryn	Ad
17. Angellic	Penryn	Ad
18. Nirva	Penryn	Nirva
19. Kim VanYssche	Rocklin	Kim VanYssche
20. Michelle Mulder	Rocklin	Michele Mulder

Placer Trails

Supporters of Placer County Trails

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Name	Address	Signature
1 Yael Felix	Sacramento, CA	
2 Juan Marquez	San Sacramento, CA	
3 Cindy Foltz	2761 12th St	
4 Scott Foltz	2761 12th St	
5 Devin Foltz	" "	Devin Foltz
6 Karin Bartolone	Rocklin	
7 Scott Bruggemann	226 Ivy Bridge, Roseville	
8 Isabella Bruggemann	226 Ivy Bridge Roseville	Isabella Bruggemann
9 BRAD McTEER	415 Kier Ct, Lincoln, CA	
10 Brooke Katzenstein	KATE	Brooke
11 KATE Katzenstein		KATE
12 Samantha Katzenstein	Lincoln	
13 PAUL Michael	Rocklin	
14 Sam Michael	Rocklin	
15 Daniel Osm ond	Rocklin	Daniel
16 Mark Moore	Roseville	Mark C Moore
17 Leena Brown	Rocklin	
18 Trey Brown	Rocklin	
19 Jennifer Wand	Rocklin	
20 Justina Irwin	Rocklin	Justina Irwin

Placer Trails

Supporters of Placer County Trails

Tiffon

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Name	Address	Signature
1 PAUL EMCH	11559 1790 ROAD...	[Signature]
2 Linda Snyder	16445 Glenbrae Ln, Meadow Vista	[Signature]
3 RICH SNYDER	16445 GLENBRAE LN, MEADOW VISTA	[Signature]
4 CONNIE HOOTEN	6825 CASA VISTA DR Loomis Connie Hooten	[Signature]
5 Jere Schaeffer	360 Songbird Ln Dia. SPS, 95619	[Signature]
6 Cheryl Kausei	1387 Walnut St Wilton	Cheryl Kausei
7 Randy Kirkbride	11951 Oak Station Rd. Herald CA 95635	[Signature]
8 Jeanne Lucas	1680 Saint Germain Way, S.S. 95682	[Signature]
9 BRAD ALLEN	1615 Bronze Ln. 95247	[Signature]
10 Peggy Christensen	2030 Salmon Falls Rd, El Dorado Hills 95762	[Signature]
11 Valerie Ashker	2230 Valley View Key EDH 95762	[Signature]
12 Peter Friedman	2230 Valley View Key EDH 95762	[Signature]
13 Kendall Milligin	Rocklin, CA	Kendall Milligin
14 Heaven Green	Rocklin, CA	Heaven Green
15 KRISTEN OLTHOFF	3160 CAPASTONE WAY	[Signature]
16 FRED HIGGINS	LINCOLN CA	[Signature]
17 Linda Wampler	5870 Devon Dr. Rocklin	[Signature]
18 Paul Wampler	Rocklin	[Signature]
19 Logan Banks	Loomis CA	[Signature]
20 Carter McLaughlin	Rocklin, CA	[Signature]

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Name	Address	Signature
1 Pam Williams	1821 Emerald Lane	[Signature]
2 Helena Beal	Rancho Cordova	Helena Beal
3 Natalia Munoz	COOMBS	[Signature]
4 Nick Grubbs	Lincoln	[Signature]
5 ROBERT THORLEY	5411 LINCOLN	[Signature]
6 Lorna Cron	916 - 521 - 1169	[Signature]
7 Tammie McBride	5901 Ninaway ^{Sacto} CA 95824	T. McBride
8 Carly Walton	5901 Ninaway ^{Sacto} CA 95824	Carly Walton
9 Baylee Walton	5901 Ninaway ^{Sacto} CA 95824	B. Walton
10 NOAH Walton	5901 Ninaway ^{Sacto} CA 95824	N. Walton
11 Tim Walton	5901 Nina way ^{Sacto} CA. 95824	Tim Walton
12 Richard Fischelz	Fair Oaks	[Signature]
13 Roberta Peterson	Sheridan	[Signature]
14 Karen Janicki	Auburn	[Signature]
15 Christina Janicki	Auburn	[Signature]
16 ENRIQUE S PLACIDO	LINCOLN	[Signature]
17 Judith Terry	Newcastle	Judith Terry
18 Samuel Ford	Lincoln	[Signature]
19 Ben Ford	Lincoln	Ben Ford
20 Carol Hobbs	143 Winterden Dr Folsom, Ca	Carol Hobbs

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Name	Address	Signature
DAVE LEE	Truckee	[Signature]
BOB JONES	11945 Rio Vista Dr	[Signature]
Ashley Kennedy	7115 Crosswater Ct Reno NV	[Signature]
Cody Robinson	Truckee, CA	[Signature]
Russell Hahn	7711 GREEN BACK #121	[Signature]
Linda D'Brien	Citrus Heights Ca	[Signature]
Karan Borges	11500 Armour Ct Gold River	[Signature]
VINCENT WILLIAMS	5288 ASPEN WAY OLIVEHURST CA	[Signature]
Glenda Yates	Roseville, Ca	[Signature]
Carol Winegar	Meadow Vista	[Signature]
GREGORY HUTCHISON	RSU CA	[Signature]
Bev Lewis	Roseville	[Signature]
Donna Hart	Rocklin	[Signature]
Tim HART	Rocklin	[Signature]
PAMELAGAR	Rosl.	[Signature]
Michelle Partridge	Lincoln	[Signature]
Yat Edgar	Roseville	[Signature]
Ashley White	Sacramento	[Signature]
Karen Rhoads	Roseville	[Signature]
Madison	Granite Bay	[Signature]

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Name	Address	Signature
1. <u>Chloe</u>	<u>Lincoln, CA</u>	<u>[Signature]</u>
2. <u>Sarah Games</u>	<u>Lincoln, CA</u>	<u>[Signature]</u>
3. <u>Jonathan Fontenille</u>	<u>Lincoln, CA</u>	<u>[Signature]</u>
4. <u>Melissa Munson</u>	<u>Woodlake, CA</u>	<u>[Signature]</u>
5. <u>Kadere Cary</u>	<u>Lincoln</u>	<u>Kadere Cary</u>
6. <u>Mia Vello</u>	<u>Sac CA</u>	<u>[Signature]</u>
7. <u>Hafe Saenz</u>	<u>Lincoln</u>	<u>Hafe Saenz</u>
8. <u>Alyssa Timone</u>	<u>Gravette Bay</u>	<u>[Signature]</u>
9. <u>Corinn Clark</u>	<u>San Diego</u>	<u>[Signature]</u>
10. <u>Meredith Mahoney</u>	<u>Lincoln CA</u>	<u>Meredith Mahoney</u>
11. <u>Jamie Vinciguerra</u>	<u>Auburn CA</u>	<u>Jamie Vinciguerra</u>
12. <u>Mike Mahoney</u>	<u>Lincoln CA</u>	<u>[Signature]</u>
13. <u>Britney Call</u>	<u>Auburn CA</u>	<u>Britney Call</u>
14. <u>Melissa Saladin</u>	<u>Roseville, CA</u>	<u>[Signature]</u>
15. <u>Susan J. Horn</u>	<u>Lincoln</u>	<u>Susan J. Horn</u>
16. <u>Cheryl Orr</u>	<u>Lincoln, CA</u>	<u>[Signature]</u>
17. <u>Michele Juliano</u>	<u>Lincoln, CA</u>	<u>[Signature]</u>
18. <u>Giliana Fast</u>	<u>Sheridan, CA</u>	<u>[Signature]</u>
19. <u>Sharon Fast</u>	<u>Lincoln</u>	<u>Sharon Fast</u>
20. <u>Cindy Mink</u>	<u>Roseville</u>	<u>Cindy Mink</u>

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Name	Address	Signature
1 Mike Quesada	Rocklin	
2 Rachel O'Keefe	Rocklin	
3 STEVE BRANSON	ROCKLIN	Steve Branson
4 Chapmans, Shen	Antelope	Shen Chapmans
5 Rufina ^{Vafnes}	Rocklin	Rufina Vafnes
6 Ruben James	Rocklin	Ruben James
7 Lisa Hamilton	Roseville	Lisa Hamilton
8 Mark Lundquist	Lincoln	Mark Lundquist
9 Jenny Long	Rocklin	Jenny Long
10 Morgan Eckhardt	Ceres, CA	Morgan Eckhardt
11 Leslie Gomes	Rocklin	Leslie Gomes
12 Bryan Cole	Rocklin	Bryan Cole
13 Dan States	Lincoln	Dan States
14 Mary Byggest	1635 County Club Placerville	Mary Byggest
15 Laura O'Brien	7711 Greenback Ln CH	Laura O'Brien
16 Peggy Glatfelter	Antelope	Peggy Glatfelter
17 Darlene Sedlacek	Camanche Park	Darlene Sedlacek
18 Debbie Grotti	Antelope	Debbie Grotti
19 Aaron Schwartz	Roseville	Aaron Schwartz
20 Samantha Spezia	831 Heartwood St. Lincoln.	Samantha Spezia

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Name	Address	Signature
1 Cheryl Berg	2007 Sierra Dr. M.V. 95722	CFL R
2 STEVE BERG	2007 Sierra Dr. M.V. 95722	Steve Berg
3 BUFF BRADFORD	4100 Bell Rd, Auburn	Bob Bradford
4 MIKE FISHER	190 WELCOME LN, NEWCASTLE, CA 95658	Mike Fisher
5 Jennifer Fisher	190 Welcome Lane, Newcastle	Jennifer Fisher
6 Tom Halbleb	5471 FERNWOOD DRIVE, Shingle Springs	Tom Halbleb
7 Peggy Lee	23014 Spyglass Ct Auburn CA 95602	Peggy Lee
8 chris Baldwin	125 ginger drive Auburn, CA 95602	Chris Baldwin
9 ROBERT SMITH	P.O. Box 1750 JACKSON CA 95642	Robert Smith
10 SUZANNE MORTENSEN	8445 VISTA LINCOLN CA 95648	Suzanne Mortensen
11 Jessica Duncombe	Auburn CA	95602
12 Ryan Kothman	22111 16th St N	95621
13 Rebecca Rydell	7287 Dutch Flt Dr. INH, CA	95660
14 Mark Rydell	same 1 Mark Rydell	95660
15 Annie Clark	Colfax	Annie Clark
16 Matt Brundage	Auburn	Matt Brundage
17 Sally Dawley	Auburn	Sally Dawley
18 Patti Kohnke	Newcastle	Patti Kohnke
19 Greg Ambrosio	Penn Valley CA	Greg Ambrosio
20 Debra Schroeder	Auburn Ca	Debra Schroeder

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Name	Address	Signature
1. Shannon Cerrito	681 Havenwood Dr Lincoln	Shannon Cerrito
2. Shannon Cerrito	681 Havenwood Dr	Shannon Cerrito
3. WARREN STUEBEN	3227 GREEN SPRINGS	Warren Stueben
4. ANITA STUEBEN	3227 GREEN SPRINGS	Anita Stueben
5. DUSTON MILLER	1688 CALABAZA	Dustin Miller
6. DAVID McMANUS	2030 Sierra View Lincoln	David McManus
7. Michelle Duran	795 Fair Oaks	Michelle Duran
8. Anita Harman	Lincoln	Anita Harman
9. Cheryl Escobar	1206 Glenbrook Ave. Roseville	Cheryl Escobar
10. Cindy Kasberg	1530 Burlin Wy Auburn	Cindy Kasberg
11. Lori Reeves	1470 Burlin Wy. Auburn, CA	Lori Reeves
12. Karol Wirick	8116 Tallon Av. Citrus Hts CA	Karol Wirick
13. Jessica Tepitz	Lincoln, CA	Jessica Tepitz
14. PETTISO PERALTA	Garden Valley CA	Pettiso Peralta
15. Lauren Woodard	Citrus Heights, CA	Lauren Woodard
16. ROB RUI	1111 BURMAN	Rob Rui
17. Kristi Durok	Rocklin	Kristi Durok
18. APRIL WITT	ROSEVILLE	April Witt
19. Morgan Vortman	Citrus Heights	Morgan Vortman
20. AMOS WORTMAN	Citrus Heights	Amos Wortman

Placer Trails
Supporters of Placer County Trails

DSG

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Name	Address	Signature
1 Anthony Spearman	Roseville	[Signature]
2 Stacey Lundy	El Dorado Hills, CA	[Signature]
3 George Kneib	El Dorado Hills	[Signature]
4 Heather Hammer	Sacramento	[Signature]
5 Jacob Garvin	Rocklin, CA	[Signature]
6 Hillary Lindsey	Rocklin, CA	[Signature]
7 GLENN JOHNSON	Lincoln, CA	[Signature]
8 Harry Ott Sr	SACRAMENTO	[Signature]
9 Cecelia Boswell	Rocklin	Cecelia Boswell
10 Emily Poners	Sherridan	[Signature]
11 MARSSA HARMON	Sherridan	[Signature]
12 Allora Cushman	Beale	Allora Cushman
13 THOMAS KAUSCH	Lincoln	Thomas Kausch
14 David Seifert	Sacramento	[Signature]
15 Douglas Brown	Rocklin	Doug A Brown
16 Miley Bennett	Lincoln	Miley Bennett
17 Pat Pine	Vacaville	Patricia Pine
18 Lougha Lopez	Sacramento	[Signature]
19 Dan W. Brown	Rocklin	[Signature]
20 TIMM SMITH	ROSEVILLE	[Signature]

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Name	Address	Signature
1 Rodney Sease	200 La Loma Ct Rosic CA 95671	RM2
2 Lauren Sease	200 La Loma Ct Lauren Sease	
3 Jack Langmaid	PENRYN	Jack Langmaid
4 Charise Szyper	Loomis	Charise Szyper
5 Scott Szyper	Loomis	Scott Szyper
6 Christa Herman	Newcastle	Christa Herman
7 Gail Anderson	Nevada City	Gail Anderson
8 Debra McKinnis	Grass Valley	Debra McKinnis
9 Mary-Anne Kirscheheiter	South Lake Tahoe man hunter	Mary-Anne Kirscheheiter
10 MIRIAM LYTLE	17754 Caruso Ct. Grass Valley, CA	Miriam Lytle
11 NATALIE NELSON	13067 Ranchero Way Grass Valley	Natalie Nelson
12 Judy Aymer	Nevada City	Judy Aymer
13 Pamela Hart	Nevada City	Pamela Hart
14 Vicki Felt	Grass Valley	Vicki Felt
15 Jeff	Penn Valley	Jeff
16 Cyndi Culp	17105 Rocky Hills Ct. Meadow Vista	Cyndi Culp
17 Maryann Ferguson	18545 Osceola Penn Valle	Maryann Ferguson
18 Christi Brock	1524 Syracuse Rocklin	Christi Brock
19 Emma Hager	1524 Syracuse, Rocklin	Emma Hager
20 Megan Van Ysseldyk	Rocklin	Megan Van Ysseldyk

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Name	Address	Signature
1 Mary Lunden	10514 No Name Drive, Grass Valley 95945	Mary Lunden
2		
3 Suzanne Vaccaro	14929 Nugget Ln. R/R 95975	Suzanne Vaccaro
4 Barry J Vaccaro	14929 Nugget Ln R/R 95975 B/Vland	Barry J Vaccaro
5 Kathy Cahowette	757 Noble Rd, Marysville, CA 95901 K. Cahowette	Kathy Cahowette
6 Bob Miller Hillen	1576 B Indian Sping, Pen Valley, CA 95975	Bob Miller Hillen
7 Jeff Hillen	Grass Valley, 95945	Jeff Hillen
8 Lou Mon	14138 Owl Creek Rd 95959 Nevada	Lou Mon
9 Sue Brusin	13015 Cement Hill Rd Nevada City	Sue Brusin
10 Michael J Peckham	17960 Squirrel Haven Ln mu CA	Michael J Peckham
11 Laurie Sweeney	" "	Laurie Sweeney
12 Tina Stangeland	1757 Daphne Yuba City CA	Tina Stangeland
13 Margit Sand	204 Wright Ave. Gridley CA 95948	Margit Sand
14 Dorothy Davis	11746 Dry Creek Ln. Browns Valley	Dorothy Davis
15 GAIL PLAKOS	12816 JONES BAR RD., NEVADA CITY, CA. 95959	Gail Plakos
16 Caren Wallington	POB 518, GV, CA 95945	Caren Wallington
17 Clint Wallington	POB 518, GV CA 95945	Clint Wallington
18 JESSAN KWAB	12277 RAINBOW RD G.V. 95949	Jessan Kwab
19 Celeste Riffle	11508 Kiwi Rd G.V. 95949	Celeste Riffle
20 Kyle Raffle	11508 Kiwi Rd Grass Valley, CA 95949	Kyle Raffle

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Name	Address	Signature
1 Corey Jimison	3349 Parkside Dr. Rocklin CA	[Signature]
2 Madalyn Jimison	Rocklin	[Signature]
3 Angela Jimison	Rocklin CA	[Signature]
4 Larry Dowd	Manysville Ca.	[Signature]
5 Velda Dowd	Manysville Ca	[Signature]
6 Alexander Burg	Manysville CA	[Signature]
7 Parker	Rosville	[Signature]
8 Shari Smith	5184 Red Rock F.H	[Signature]
9 Shantel Barrett	691 Bridgeford dr. Roseville	[Signature]
10 Paul Munk	5158 Bridgeway Rd. Rocklin	[Signature]
11 Paul Britton	3750 Argonaut Rocklin	[Signature]
12 Kevin Root	4101 Autumn Crossing Rocklin	[Signature]
13 Carrie Root	4101 Autumn Crossing in Rocklin	[Signature]
14 Joe Lenden	816 Spotted Pony Ln. Rocklin	[Signature]
15 Joe Lenden	" "	
16 Josh Lenden	" "	
17 Dawn Bickling	6039 Kingwood Rocklin	[Signature]
18 Cameron Gates	840 Doan Ct Lincoln 95649	[Signature]
19 Morgan Helder	4553 Mountingate Drive	[Signature]
20 Jane Sweeney	1508 E Hazel Burlington WA	[Signature]

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Name	Address	Signature
1 Nathan Scott	1501 Secret Ravine Pkwy #939	[Signature]
2 Martha Forster	713 Tamarindo Way	[Signature]
3 Sandra Pisman	700 Vallejo Ave, #4, Roseville	[Signature]
4 Regina Watson	1812 Wildwood Way Roseville	[Signature]
5 Alexandria Ryan	324 Kristou Ct Roseville	[Signature]
6 Rodrigo Queiroz	324 Kristou Ct - Roseville - CA.	[Signature]
7 Samantha Ryan	324 Kristou Ct - Roseville - C.A.	[Signature]
8 Scott Leary	Lincoln, CA	[Signature]
9 Karen [unclear]	Stanford Dr Roseville CA 95611	[Signature]
10 Linda Luvely	610 Candlerwood Ct Marysville	[Signature]
11 Whitney Morley	1040 Staceyfield Ln. Lincoln, CA	[Signature]
12 Chris Smith	18 Benson Dr. Lodi CA 95242	[Signature]
13 Spencer Shields	6274 Westwood Dr. Rocklin	[Signature]
14 Jenae Shields	6274 Westwood Dr - Rocklin CA	[Signature]
15 Adam Binder	Citrus Heights	[Signature]
16 Linda Duni	Lincoln	[Signature]
17 LINDA Morley	Lincoln	[Signature]
18 D. Andersen	Auburn	[Signature]
19 Parker Dedds	Lincoln	[Signature]
20 Peter Hull	Roseville	[Signature]

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Name	Address	Signature
1 Bob & Jane Kowalski	Big Hill Rd (916) 793-5812	Bob & Jane Kowalski
2 Yvonne Telles	P.O. Box 13 Rocklin, CA 916-223-2364	Yvonne Telles
3 Kaden Spearman	Roseville	Kaden Spearman
4 Kristie Miller	Roseville, CA	Kristie Miller
5 PAT HAMMER	LINCOLN CA	PAT HAMMER
6 SHELBY SPEER	ROSEVILLE	SHELBY SPEER
7 Steve Speyer	Roseville, CA 508 1/2 Rouse St	Steve Speyer
8 Jenny Olmstead	Roseville, CA	Jenny Olmstead
9 Jaeklyn Hulsen	Roseville CA	Jaeklyn Hulsen
10 Debbie Johnson	200 Ruddy Duck, Lincoln	Debbie Johnson
11 Charlene Braskamp	Citrus Hgts	Charlene Braskamp
12 Debbie Gray	Rocklin	Debbie Gray
13 Sol Tany	Lincoln, CA	Sol Tany
14 Debbie Boyd	Lincoln, CA	Debbie Boyd
15 Jim Boyd	Lincoln, CA	Jim Boyd
16 Lynn Brady	Lincoln, CA	Lynn Brady
17 Shaun Skelton	Roseville, CA	Shaun Skelton
18 Eric Smith	ROCKLIN CA	Eric Smith
19 Breanna Hillman	Roseville, CA	Breanna Hillman
20 Ven Thorp	Roseville, CA	Ven Thorp

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Name	Address	Signature
1 Mary Hedin -	Rosville -	M Hedin
2 Rachel Trzynowski	Citrus Heights	Rachel Trzynowski
3 Sydney Bradshaw	Beale AFB	Sydney Bradshaw
4 Victoria Lofranco	Fair Oaks	V Lofranco
5 Corlanne Shoemaker	Lincoln	Corlanne Shoemaker
6 Eric Backsberger	Lincoln	Eric Backsberger
7 Tammy Backsberger	Lincoln	Tammy Backsberger
8 Gary Allington	Lincoln	G Allington
9 Jennifer Theriault	Granite Bay	J Theriault
10 Jayden Theriault	Granite Bay	Jayden Theriault
11 Mark Tawson	Killaka Springs	M Tawson
12 Rick Johnson	Lincoln	R Johnson
13 Fryona Love	Lincoln	Fryona Love
14 Meghan Ann	Antelope	M Ann
15 Madeline Hart	Colusa	M Hart
16 Carla Minor	Loomis	C Minor
17 Cindy Dean	Granite Bay	C Dean
18 Rita Duran	Lincoln	Rita Duran
19 Sarah Toledo	Nicolaus, CA	Sarah Toledo
20 Dawn Toledo	Nicolaus, CA	Dawn Toledo

Placer Trails

Supporters of Placer County Trails

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Name	Address	Signature
1 [Signature]	4911 Whittier Drive	Kassie Slattery
2 [Signature]	4911 Whittier Drive	Josh Slattery
3 Erika Anderson	7411 Stearman Way 95621	[Signature]
4 Penny Shelton	6065 Belfast 95747	[Signature]
5 Penny Shelton	6065 Belfast Way 95747	[Signature]
6 [Signature]	480 0st Lincoln CA	[Signature]
7 Jacob Hill	450 0st Lincoln CA	[Signature]
8 [Signature]	116 Beachcomber Dr. E Rocklin 95677	[Signature]
9 [Signature]	3169 Parkman Dr. Roseville	[Signature]
10 Lori Kobza	3307 Ticon Dr. Rocklin 95677	Lori Kobza
11 Michael Baker	1443 Fair Oaks Blvd #221 Sacramento CA 95835	[Signature]
12 Justin Huynh	Antelope, CA	[Signature]
13 Theresa Lopez	8433 Mansfield Ct	[Signature]
14 Vincent Venegas	1224 Antez St.	[Signature]
15 Caitlin Caldie	9760 Sierra College Blvd Roseville, CA	[Signature]
16 Max Johnson	"	[Signature]
17 Karmyn B. Ford	Lincoln	[Signature]
18		
19		
20		

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Name	Address	Signature
1 George Patterson	3915 Horseshoe Cir. Loomis	[Signature]
2 Regina Gonzalez	225 Marinae Cir ⁹⁵⁷⁴⁸ Lincoln	[Signature]
3 Jason Miller	1715 Vsta Del Norte Blvd CA 95603	[Signature]
4 Joseph Groll	6104 Traverse Creek Rd Garden Valley CA 95633	[Signature]
5 Erma Groll	6061 Traverse Ck Rd GV, CA 95633	[Signature]
6 Becky Lopez	13084 Torrey Pines Drive, Auburn, CA 95602	[Signature]
7 Kahlia Conn	240 Crother rd 95703	[Signature]
8 Lisa Vivilacqua	240 Crother Rd 95703	[Signature]
9 MARTIN TANIHANA	260 HIDDEN CREEK Dr. 95603	[Signature]
10 JESSICA TANIHAND	260 HIDDEN CREEK Dr 95603	[Signature]
11 Chael Jensen	2040 Pleasant Hill rd Auburn CA 95602	[Signature]
12 Callia Potter	3075 Fickett Rd Lincoln, CA	[Signature]
13 Dallas Drake	522 Foresthill Ave 95603	[Signature]
14 Eugene Doyle	11553 Sherwood Way Auburn CA 95602	[Signature]
15 Scott Cason	5004 Bradford DR Rocklin CA 95865	[Signature]
16 Natalie Orr	1340 Coia Lane B, Auburn CA 95603	[Signature]
17 Haley Walker	26375 barb Ln ⁹⁵⁷¹³ Lincoln, CA	[Signature]
18 Jaime Black	3437 Paloma Dr. Loomis CA	[Signature]
19 Jane Hall	200 Otter Glen Ct	[Signature]
20 Jonathan Garcia-Medina	6005 Douglas Blvd	[Signature]

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Placer Trails

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Name	Address	Signature
1 Jan Richards	1440 Hillsdale Rd, Meadow Vista	[Signature]
2 Natasha Lemay	Ridgemore dr Meadow Vista	Natasha Lemay
3 [Signature]	5241 SAW MARTIN	[Signature]
4 Paul Reynoso	4057 Laird rd Loomis	[Signature]
5 Steven Fauter	Auburn	[Signature]
6 Terry Eggert	Auburn	[Signature]
7 Janet Nicholson	5555 Bell Rd. Auburn	[Signature]
8 Ralph Echols	Aub	[Signature]
9 Steve Abruzzese	701 Ganga Ave	[Signature]
10 Ross Coughran	6845 Blackhawk Ln, Foresthill	[Signature]
11 Mary Coughran	6845 Blackhawk Ln, Foresthill	[Signature]
12 Constance Kuranko	13580 Via Del Sol, Auburn	[Signature]
13 Tim Souza	12746 Manor Dr.	[Signature]
14 Josh Hinkley	8969 Sweeney Ln, Loomis	[Signature]
15 Kimberly Toomey	5625 Glendale Dr Rocklin	[Signature]
16 Greg Berlin	1605 Northpark Dr Roseville	[Signature]
17 Ofelia Jaramila	4400 Antelope Rd Antelope	[Signature]
18 Ashley Wilson	Roseville CA	[Signature]
19 Josh Goodnough	4915 Wise Rd	[Signature]
20 Louise King	3765 G.V. Hwy #208 Auburn	Louise King

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Name	Address	Signature
1 Dorothy Byron	177 Valley View Dr. Auburn CA 95603	<i>[Signature]</i>
2 Tom C		
3 John F	AUBURN CA 95602 STEVEN FETTIT	
4 Ann Knight	11030 Annmarie Ct Auburn CA	<i>[Signature]</i>
5 Flora Johnson	4505 Bluebill Wy Sac	<i>[Signature]</i>
6 Madison Barker	1782 Taylor Road	<i>[Signature]</i>
7 Debbie Buch	6270 Brookshire Dr.	<i>[Signature]</i>
8 Mary Johnson	12315 Lakeshore S. Auburn	<i>[Signature]</i>
9 Jennifer Davis	5217 Windham Wy Rocklin	<i>[Signature]</i>
10 Mark Bravinski	4117 Cobblewood Ct Sacto, CA	<i>[Signature]</i>
11 Julieann Pies	1321 Sheffield Way, Roseville, CA	<i>[Signature]</i>
12 Melissa Dare	PO Box 7950 Auburn CA	<i>[Signature]</i>
13 Robert Alves	1300 SIERRA OAKS LANE COLLEGE CA	<i>[Signature]</i>
14 Valeska Amisen	12683 Princeton Drive, Auburn CA	<i>[Signature]</i>
15 Sam Mayberry	2520 Arcturys Rd, Auburn CA	<i>[Signature]</i>
16 An Tru	2615 Slade Ridge Auburn CA 95603	<i>[Signature]</i>
17 Kim Ancker	6520 Garfield Ct. Rocklin CA 95765	<i>[Signature]</i>
18 Nicole Pasky	PO Box 343 meadow Vista 95722 N. Placer	<i>[Signature]</i>
19 Dawn Bladet	2109 Ladera Dr Lincoln 95648	<i>[Signature]</i>
20 Carlos Sueldo	224 Plowman Ct., Roseville, 95710	<i>[Signature]</i>

Placer Trails

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Name	Address	Signature
1. Juanita Martinez	3937 Watsonia Glen Drive EDH	95762
2. Sam Cannon	6133 Chestnut Ave CA 95662	Sam
3. Mande Tatro	11820 Lone Star Rd Auburn CA 95602	
4. Cindy Shaver	3230 Bell Rd Aub Cal 95600	
5. Christianna Heihn	PO Box 4365 2015 Trailee Ct Roseville 95747	Christianna
6. Adam Heihn	2015 Trailee Ct Roseville 95747	Adam
7. Mark Gonzales	4400 Truxel Rd Natomas #199 MA	
8. Karen Oliver	3145 Wilson Dr Aub	Karen
9. Cave Stiles	2145 Hwy 193, Cool, CA	Cave
10. Nancy Schaffer		
11. Michael Lawrence	4040 Pulling Cir.	Michael
12. David Jepsen	Auburn	David
13. Michelle Hays	6901 Wyle Ave Chris Hays	Michelle
14. Mark Schaller	8891 Tapacheras Loop Rd	Mark
15. Katrina Jones	PO box 1402 Colfax CA 95713	Katrina
16. Kimra Jones	PO BOX 53 Applegate CA 95703	Kimra
17. MOSES MENDOZA	5211 EVERETT RD Roseville 95677	Moses
18. Ann L Marji	10916 Sunrise Ridge Circle Auburn CA 95603	Ann
19. Sharon Auby	15166 Stinson Rd. CA 95949	Sharon
20. Patricia Weaver	Auburn, CA	Patricia

Placer Trails

Supporters of Placer County Trails

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Name	Address	Signature
1 Cory Lepp	1248 Vintage Way 95603	[Signature]
2 Rick Ross	220 Somer Way 95603	[Signature]
3 [Signature]	95608	[Signature]
4 [Signature]	2270 Newcastle Rd 95658	[Signature]
5 [Signature]	162 Orr St #3	[Signature]
6 [Signature]	7000 Kenneth Way 95602	[Signature]
7 Kathleen Seibold	7000 Kenneth Way 95602	[Signature]
8 [Signature]	11030 Arrowmark Ct 95608	[Signature]
9 [Signature]	3575 Rockwell Ln 95648	Trevor Wechter
10 [Signature]	5217 W. Williams Way	[Signature]
11 [Signature]	6271 Baltimore Forest Hill Rd	[Signature]
12 [Signature]	4117 Cobblewood Ct Sac 95826	[Signature]
13 [Signature]	172 Cinema St Sac 95823	[Signature]
14 [Signature]	6520 Garfield Ct Rocklin 95763	[Signature]
15 [Signature]	5308 Harrison St N. Highlands Ca 95660	[Signature]
16 [Signature]	4690 Arrowhead St. Rocklin	[Signature]
17 [Signature]	21845 One Fine Pl 95677 95713	[Signature]
18 [Signature]	21845 ONE FINE PL 95713	[Signature]
19 [Signature]	8477 Old Ranch Rd 95661	[Signature]
20 [Signature]	3937 WATSONIA Glen dr EDH; 95762	[Signature]

Placer Trails
Supporters of Placer County Trails

916-316-2289

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Name	Address	Signature
1 Terri Androni	7314 Valle Del Sol Rd Citrus Heights CA 95621	Terri Androni
2 Betty Jean Porter	8559 Clondcroft Way Orangevale CA 95662	Betty Jean Porter
3 ANTHONY PECK	8559 Clondcroft Way Orangevale CA 95662	Anthony Peck
4 BRUCE RENFREW	9565 KING LOOMIS CA 95650	Bruce Renfrew
5 DENISE HOWELL	1050 Casey Ct, Newcastle	Denise Howell
6 JARVIS RAN		Jarvis Ran
7 ALICE HERGENROTHER	502 ROBERTSON PARKWAY, CA 95663	Alice Hergenrother
8 Elizabeth Schulz	801 Clark St Auburn CA	Elizabeth Schulz
9 Wade Beardsley	1515 Ridgeway Cir	Wade Beardsley
10 LABIN WILSON	2180 MNT SPRINGS RD, AUBURN	Labin Wilson
11 Skylar Wilson		Auburn
12 Vanessa Tonley		Auburn
13 Mariana Hernandez	714 Dorothy Way	Auburn
14 McKenna Shepherd		Auburn
15 Sierra Stewart	2651 Sunset Blvd. #700	Rocklin
16 Katie Dietrich		Lincoln
17 N. Brock	5827 Sequoia Ct	Rocklin
18 Jessica Milner	P.O. Box 1433 Meadow Vista CA 95722	Jessica Milner
19		
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Placer Trails

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Name	Address	Signature
1. Kathryn Quant	2155 Brennan Rd	Kathryn Quant
2. MARIA MEJORADO	1200 OAKLAND AVE #D	Maria Mejorado
3. Lisa Donater	17354 Virginia Way	Lisa Donater
4. Tom Butz	34955 E TOWLE RD ALTA CA	Tom Butz
5. Judith F. Poler	16824 GRNHRN. RD. G.V. CAL.	Judith F. Poler
6. Craig Hunter	1800 Shenandoah Ave	Craig Hunter
7. JAMES M. ARMSTRONG	SACRAMENTO, CA	James M. Armstrong
8. Gary Antonacci	Richmond CA	Gary Antonacci
9. Julianne Haddrell	Lincoln CA	Julianne Haddrell
10. Jane Gallagher	135 SCHOLTZ, COLFAX	Jane Gallagher
11. SCOTT CAMPBELL	17368 NORLENE WAY GRASS VALLEY, CA	Scott Campbell
12. Don Andrews	1 Netomas CA	Don Andrews
13. Keri Clemens	34810 Delmar Ave CA	Keri Clemens
14. David Ring	Lincoln way Auburn CA	David Ring
15. Leslie Powell	13055 Lincoln way Auburn CA	Leslie Powell
16. Cherie Holm	1028 Oak of M.V.	Cherie Holm
17. Eric Wafeland	13055 Lincoln way CA	Eric Wafeland
18. Jose Del Toro	4450 Rolling Hills Road Sheridan CA	José Del Toro
19. Matthew Van Tuyl	4801 Golly Road Lincoln CA	Matthew Van Tuyl
20. Lydia Richards	1440 Hillsdale Rd Mt. Lynden CA	Lydia Richards

Sherri

Placer Trails

Supporters of Placer County Trails

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Name	Address	Signature
1 Rex Bloomfield	17480 LAKEVIEW HILLS RD. MEADOW VISTA	
2 Sherri Bloomfield	17480 Lakeview Hills Rd. Meadow Vista	
3 Gery Denzler	1351 Naturewood Dr Meadow Vista	
4 JOSH BEASON	2017 MEADOW VISTA RD. MEADOW VISTA 95722	
5 Andy Lee	1760 Sugar Pine Rd Meadow Vista CA 95722	
6 Rachel Jones	1760 SUGAR PINE RD, Meadow Vista, CA 95722	
7 Sierra Barnard	17940 SQUIRREL HAVEN LANE MEADOW VISTA, CA. 95722	
8 Sierra Barnard	3085 Glenwood Ct. Meadow Vista	
9 Karleen McQuire	2700 Liberty Lane Meadow Vista 95722	
10 Rory Amante	530 Irving Ave San Jose CA 95123	
11 Laura Durham	1700 Mountain View Dr. 95723	
12 Steve Fillin	P.O. Box 34 Cedar Ridge 95924	
13 BERYL MICHAEL	14740 McElroy Rd Dub 95602	
14 Jan Harty	20825 Indian Dr Colfax 95013	
15 Zack Hoh	1225 Rough N. Ready Hill Wenar 95736	
X 16 Amanda Blair	8434 Waterga Rd 132 Antelope CA 95843	
17 Erin Chinnest	2200 S Lakewood Dr. M.V. CA 95722	
18 Keil Barnard	3085 Glenwood Crt. MU.	
19 Chelsea Eckley	1251 Snowline St. Meadow Vista	
20 Andrew Eckley	1251 Snowline Place MU.	

Placer Trails

Supporters of Placer County Trails

Scott C.

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Name	Address	Signature
1 Scott Craig	1175 Meadow Lane Meadow Vista	[Signature]
2 Nona Craig	1175 Meadow Lane Meadow Vista	[Signature]
3 Terri Craig	850 Geraldine Rd Newcastle	[Signature]
4 Kelsey Craig	141 Huntley Ave Apt A Auburn CA 95605	[Signature]
5 Ron Hastings	17600 Barrister Dr	[Signature]
6 Scott Lindgren	P.O. Box 5 Meadow Vista, CA 95722	[Signature]
7 George Hoffercker	1252 Meadow Lane M.V. CA 95722	[Signature]
8 Jenna Gurgess	1252 Meadow Lane M.V. CA 95722	[Signature]
9 Douglas F. / 10	1203 Andledock Ln M.V. 95722	[Signature]
10 Levi Craig	PO BOX 7355 Auburn CA 95601	[Signature]
11 Barbara Eliason	16305 Deer Creek Way M.V. CA	[Signature]
12 Jane R. May	1660 Meadow Vista Rd M.V.	[Signature]
13 Michelle Jensen	1660 Meadow Vista Rd	[Signature]
14 Peggy May	1660 Meadow Vista Rd, M.V.	[Signature]
15 Dino Inchaurregui	P.O. Box 1062 Meadow Vista, Ca	[Signature]
16 Steve Inchaurregui	P.O. Box 1062 Meadow Vista, Ca	[Signature]
17 Josh Parker	P.O. Box 1062 Meadow Vista Ca	[Signature]
18 Mark Duarte	1190 Meadow Vista CA 95722	[Signature]
19 Rachel Duarte	1190 Meadow Vista CA 95722	[Signature]
20 Carol Duarte	1190 Meadow Vista CA 95722	[Signature]

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Name	Address	Signature
1 Steven W. Ricketts	1972 Green Meadow Ln Meadow Vista, CA 95722	Steven W. Ricketts
2 Paula L. Ricketts	" " " "	Paula L. Ricketts
3 Tim Hutchings	6109 Oakley Ln #H93631	Tim Hutchings
4 Carol Adam	6185 Barbara Ln Auburn CA 95602	Carol Adam
5 THOMAS LETTNER	2980 LYNDEN LN CC 8706	Thomas Lettner
6 Tim Chisler	1278 Crow Haven Ct 95713	Tim Chisler
7 Gary Howard	1364 Westhaver Dr. 95713	Gary Howard
8 Sophia Carlson	1278 Crow Haven Ct 95717	Sophia Carlson
9 Matthew Thorn	LINCOLN, CA	Matthew Thorn
10 Gina Malcolm	4668 Pecan St. W. SAC CA	Gina Malcolm
11 Keith Stanley	4137 Hall L SAC	Keith Stanley
12 Charles O'Neil	PO BOX 758 Albion, CA	Charles O'Neil
13 Tony Hupke	San Jose	Tony Hupke
14 Richard Byfield	1155 Meadow Ln Meadow Vista,	Richard Byfield
15 REBECCA I SELLERS	1155 MEADOW LANE MEADOW VISTA	Rebecca I Sellers
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Name	Address	Signature
1 Jill Metteer	10187 Mt Vernon Rd, Auburn	Jill Metteer
2 Jessica Pereira	9815 Vasquez Ct. Loomis	Jessica Pereira
3 Kim Paige	10980 Sunrise Ridge Cir Auburn	Kim Paige
4 Gary Bernard	11045 Sunrise Ridge Circle 95603	Gary Bernard
5 Andrew Fifficle	84107 Meadowdale Ct 95603	Andrew Fifficle
6 Kyle Doucels	12435 Erin Dr 95603	Kyle Doucels
7 Pam Smiley	652 Springfield Cir	Pam Smiley
8 Terry Smiley	Roseville CA 95678	Terry Smiley
9 Charlene Giles	1756 Meadows Ln Lincoln CA	Charlene Giles
10 Michaela Marron	8434 Walerga Rd Antelope CA	Michaela Marron
11 Blake Morgan	1243 Crescendo Dr Roseville CA	Blake Morgan
12 Samantha Rocha	973 Lincoln way	Samantha Rocha
13 Lori Punt	2204 Hedrick Ct.	Lori Punt
14 Leslie Tackett	21 Washington St.	Leslie Tackett
15 Gina Fulton	5503 Peridot Dr. Rocklin CA	Gina Fulton
16 Jonathan Fulton	5503 Peridot Dr. Rocklin CA	Jonathan Fulton
17 Nick Paulsen	970 Huntington Sullivan, mo	Nick Paulsen
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Name	Address	Signature
1 Tina Perry	107 Meadowlark Ct Auburn 95603	
2 Kenya Desautels	12435 Erin Dr Auburn, CA 95603	
3 Nathalie Keller	95658	
4 Gal Ash	200 Lexington Folsom CA 95630	
5 Abby Ledbetter	1440 Southwood Way Roseville CA 95749	
6 Jacob Brown	1297 Lincoln Ln	
7 Carla Einy	1407 Voltaire Dr.	
8 Allyson Bengler	14671 Cumy Ct, Adam CA 95602	
9 Hawk, Kasey	59 Pacific, Auburn CA	
10 PHILLIP GILTS	1756 MEADOW LN LINCOLN CA	
11 ERIC BURKLAND	P.O. Box 352 LINCOLN CA	
12 Jasmyne Newman	1240 Merry Knoll Rd. Adam, CA	
13 Nathan Newman	1240 Merry Knoll Rd Auburn	
14 Crystal L. Diaz	10845 Opbir Rd #4, Auburn	
15 Jim M. Haas	23 Ridgely Dr Croville Ca 95966	
16 Olivia Demis	978 Lincoln Way	
17 Kafil Vang	3585 Robin Ridge Way, Sacramento, CA	
18 Lori Punt	2204 Hedrick CT Rocklin CA	
19 Trey Daneli	21 Washington St Colfax, CA	
20 Edgar Sarejan	7991 Marsala Ct Colton CA	

6

Placer Trails

Tiffany

Supporters of Placer County Trails

D

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Name

Address

Signature

- 1 Holly Ulyate 1860 SR 193 Cool, CA 95614
- 2 ROBERT H. SYDNOR 4930 HUNTRIDGE LAKE, FINE OAKS, CA 95628
- 3 David Kelm 86 Duane Ave FMT, 95536
- 4 Robert Lenney P.O. Box 3326, Rocklin, CA 95677
- 5 ROBYN MARCUS FORESTHILL 95631
- 6 Sheila Reynoso 6057 Laird Rd Loomis, CA 95650
- 7 PHAM THUAN 4073 SILVER ST ROCKLIN, CA
- 8 LOREN FITZWATER 11097 STILL RD GRASS VALLEY, CA
- 9 Lynne Fitzwater 11097 STILL Rd, Grass Valley, CA
- 10 Jim Haagen-Smit 7539 Ridge Rd. Newcastle CA
- 11 WILLIAM WATERS 700 CLIPPER GAP RD. AUBURN 95603
- 12 Ed Brown 13580 Via Del Sol Auburn CA 95602
- 13 Kelli Souza 12746 Manor DR Auburn CA 95603
- 14 Angie Lebrecht 9180 Vista Ct Loomis, CA 95650
- 15 PHAM THUAN 9180 Vista Ct Loomis, CA
- 16 Isabel Sena 24 Pacific Ave Aub 95603
- 17 Toni Paige 95603
- 18 Julie Anne Paige 10950 Sunrise Ridge Cir 95603
- 19 FELICIA SUMAN 910 WISE RD, AUBURN CA 95603
- 20 Danielle Falos 409 Mundana Ct. Roseville CA 95747

Placer Trails

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Name	Address	Signature
1 Charity Marshall	10289 Running M.D. GV	[Signature]
2 Sheri Buldrige	1124 Bridle Ct, Auburn	[Signature]
3 Scott Brink	11269 Basil Cir Auburn, CA	[Signature]
4 Graham Hope	6209 West Oaks Blvd Placerville	[Signature]
5 Tracy Trentzen	1590 Cornell Way Auburn	[Signature]
6 MATT ELYASH	6947 MEADOWLARK LANE	[Signature]
7 Tina Molander	8901 Ridge Rd, Newcastle	[Signature]
8 MARK SULLIVAN	14740 McCLROY RD N.W. 95602	[Signature]
9 Abree Simmons	1815 Hillish Road 95722	[Signature]
10 [Signature]	460 Gold Hill 95621	[Signature]
11 [Signature]	333 Ironwood Cir	[Signature]
12 Aubrey White	45 Grass Valley Hwy	[Signature]
13 BRIDGET WILSON	230 AVENUE RD 95603	[Signature]
14 CASEY FIELD	413 Orchard Ct 95603	[Signature]
15 Kelly Conner	6870 Bath Road 95631	[Signature]
16 Kristine Conner	6870 Bath Road 95631	[Signature]
17 Laura Johnson	8209 Grandview 95600	[Signature]
18 Henrietta Mackley	7827 Saylorwood Dr 95621	[Signature]
19 Anna Striacci	7854 Summerplace Dr. 95621	[Signature]
20 Dan Sedgley	140 Cary Dr, Auburn 95601	[Signature]

Placer Trails

Supporters of Placer County Trails

We the undersigned support the Placer County Parks and Trails Master Plan and the Hidden Falls Regional Park Expansion and urge their approval by the Placer County Board of Supervisors.

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Name	Address	Signature
1. Joe Duldulao	880 Coyote Creek Rd Meadow Vista	[Signature]
2. Drea Dulle	757 Meadow Vista	[Signature]
3. Ashley		[Signature]
4. Liz Hargis	N. Highlands, CA 95660	[Signature]
5. STAN SHOOK	3075 DESERET DR. 95603	[Signature]
6. Sharon Simpson	15040 McElroy Rd, Meadow Vista 95722	[Signature]
7. Jennifer Carraugh	Grass Valley	[Signature]
8. Melonie Dillahunty	1815 Arroyo Auburn	[Signature]
9. Mike Martin	P.O. Box 704 Pennryn CA 95663	[Signature]
10. Janis Foley	9442 Crocker Rd Granite Bay 95746	[Signature]
11. Derek Barber	132 Pacific Auburn CA 95603	[Signature]
12. Kat Mendel	4280 Cedarwood Street Rocklin CA	[Signature]
13. Jerry Dunham	11441 Longkelly Rd Penn Valley	[Signature]
14. [Signature]	12742 Red Dog Rd. Nevada City	[Signature]
15. Carol Wilkey	2932 Cowendishy, RC CA 9560	[Signature]
16. Renee Silva	311 Hill Ave, Roseville, CA 95678	[Signature]
17. Amy Jacobson	3415 Soda way, Sacramento, CA	[Signature]
18. Cassie Jacobson	3415 Soda way, Sacramento, CA	[Signature]
19. Alyssa Perkins	2655 Ricordson Dr	[Signature]
20. William Wilson	11033 AURORA WY MEADOW VISTA	[Signature]

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Name	Address	Signature
1 Laurie Deuschel	5120 2nd St Rocklin	Laurie Deuschel
2 Shanna Frost	10730 Joeger Rd Auburn	Shanna Frost
3 Karen Stilwell	2510 Long Valley Dr	Karen Stilwell
4 Bradley Gravelly	4863 Virginia town Rd Newcastle	Bradley Gravelly
5 L. Landmesser	Box 207 Folsom	L. Landmesser
6 Kirsten Paul	6622 Dell Pl 95650	Kirsten Paul
7 Heather Paul	6622 Dell Placer 95650	Heather Paul
8 Mandella Cook	Salix Circle Ab. 95603	Mandella Cook
9 Matt Kanda	4100 Bell Rd	Matt Kanda
10 [Signature]	3980 Bell Rd	[Signature]
11 Joseph R. Friesen	Los Cutes	Joseph R. Friesen
12 Alyssa Kuharik	2304 Spangass Ct	Alyssa Kuharik
13 Gloria Simmons	150 Riverview dr	Gloria Simmons
14 Chuck Baldwin	150 Riverview dr	Chuck Baldwin
15 Karen Dillin	5001 Fruitvale Rd Newcastle	Karen Dillin
16 Alma Caldwell	4011 Colchester Rocklin	Alma Caldwell
17 Gail Lunn	Sacramento	Gail Lunn
18 Kathy Gocher	PO Box 53 Newcastle	Kathy Gocher
19 Anna Floren-Wyant	Colfax	Anna Floren-Wyant
20 Grace Clark	Colfax	Grace Clark

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Name	Address	Signature
1 Greg Kelderman	P.O. Box 249 Applegate, CA 95703	[Signature]
2 Kim Kelderman	POB 249 " 95703	Kim Kelderman
3 Steve Porter	POB 1116 Lincoln CA	[Signature]
4 Jason Swartz	155 S. McFarland Dr Auburn, CA	[Signature]
5 JIMMY BOHNING	2324 MARIAN WAY	[Signature]
6 Katrina Doyle	11553 Sherman Dr Auburn	[Signature]
7 Dale Haskin	6030 Kenneth Way	[Signature]
8 Chase Morgan	1340 Coral Lane Auburn, CA	[Signature]
9 Isaac Woschka	6805 Douglas Blvd Granite Bay	[Signature]
10 Heather Brassfield	P.O. Box 321 Nevada City 95959	[Signature]
11 David Quick	139 Geraldson Rd New Castle 95658	[Signature]
12 CHRIS KOSKI	11521 UPPER PINE GV, CA	[Signature]
13 Cheri Innocenti	" " " " " " " "	[Signature]
14 Scott BIRK	110 Channing Way Aub	[Signature]
15 Mo Murphy	" " " " " " " "	[Signature]
16 David Moore	11604 Oro Quincy Hwy Berry Creek CA 95616	[Signature]
17 Fred Yeager	10195 Indian Hill Rd. Newcastle	[Signature]
18 Denise Yeager	10195 Indian Hill Rd. Newcastle	[Signature]
19 Quincey Siverly	4536 Winners Cir	[Signature]
20 Alena Hansen	4915 Stirling St.	[Signature]

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Name	Address	Signature
1 Patricia S. Hong	11066 Devonshire Cir. CA	Patricia S. Hong
2 Susie Bennett	17780 Crocker Hills Rd Meadow Vista, SKunk	Susie Bennett
3 Sara Hudson	4956 Peach	Eloy Ar
4 Brian Reone	112655 Florence	Brian Reone
5 Travis McNamee	133 Shirley St Auburn	Travis McNamee
6 Janet Bennett	Sacto, CA	Janet Bennett
7 Kael Bennett	SACTO, CA	Kael Bennett
8 Margie Boeye	248 Pondview	Margie Boeye
9 Justin Meredith	4280 Cedarwood Street Rocklin, CA	Justin Meredith
10 Karmie Dunham	11441 Long Valley Rd Penn Valley	Karmie Dunham
11 Cynthia Berger	5610 Happy Pines Dr Forest Hill, CA	Cynthia Berger
12 Anne Hadsell	247 Mariner Cir Lincoln CA 95646	Anne Hadsell
13 Neal Hadsell	247 Mariner Cir Lincoln CA 95646	Neal Hadsell
14 Erin Duncan	3000 Aspen Dr. Pennryn CA 95663	Erin Duncan
15 Candace Taylor	2299 B Rio Vista CA 95674	Candace Taylor
16 John Rood		John Rood
17 Alexis Breedlove	1260 Harmony Ln 95603	Alexis Breedlove
18 Toshiko		Toshiko
19 Colleen Feltz	11250 Seaford Way	Colleen Feltz
20 Stephanie Netherby	5921 Silverleaf Dr. Forest Hill	Stephanie Netherby

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Name	Address	Signature
1 Liz Barberin	LODMIS, CA	[Signature]
2 Frank Barberin	LODMIS, CA	[Signature]
3 Sydney DeMelo	Rocklin, CA	[Signature]
4 Michael O'Halloran	LOP, CA	[Signature]
5 Regina Geronica	Sacto CA	[Signature]
6 Elw Ortiz	Grass Valley, CA	[Signature]
Gayle Rideout	Auburn CA	[Signature]
8 Channy Griffith	Foresthill CA	[Signature]
9 Karen Algie	3145 Wilson DR Aub. + Karen O'Connell	[Signature]
10 Mary Schuffert	1855 Valley Vista Ave, Auburn CA 95603	[Signature]
11 Amy Miller	Auburn CA 95612	[Signature]
12 James Pugh	Auburn 95612	[Signature]
13 Dorise Gray	1651 LEES LANE	[Signature]
14 Eddie Heredia	1651 LEES LN	[Signature]
15 Tim Dewitt	11050 Sunrise Ridge Circle	[Signature]
16 Peter Lau	1431 KING Rd. LODMIS, CA	[Signature]
17 JOEAN SINWAL	AUBURN, CA	[Signature]
18 Brian Campbell	Applegate 181 Bon Vre	[Signature]
19 Will Lee	Auburn CA	[Signature]
20 Henry Cox	5890 Madrone drive Foresthill	[Signature]

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Name	Address	Signature
Austyn H.	116922 Gliershire Dr Truckee, CA 96161	Austyn H. Hoyer
Michelle Delongue	10782 Olympic Blvd Truckee CA	M Delongue
Tony E	12032 Skislope way, Truckee	Tony E
Michael Fried	11364 Edelweiss Pl. Truckee Ct	Michael Fried
Rob Mungam	P.O. Box 95941, Truckee CA 96161	Rob Mungam
MATT BALLANTINE	335 ST RENO NV 89512	MATT BALLANTINE
Kathy Ans	10245 Cromley Square Truckee CA 96161	Kathy Ans
Kameron Cooper	7646 Highlands View Rd Truckee, CA	Kameron Cooper
JOHN DAYBERRY	2142 OAKCROFT ST Truckee	JOHN DAYBERRY
Mateo Lopez	10046 Nicholas Rd Unit A Truckee CA	Mateo Lopez
Kitt Harrington	2400 The Back Rd Truckee	Kitt Harrington
DENNIS DODDS	10329 SNOWSHOE CIRCLE TRUCKEE	Dennis J. Dodds
Ashley Kennedy	7015 Crosswater Ct. Reno NV 89523	Ashley Kennedy
Elmer Teth	15403 S. Shore Dr Truckee CA 96161	Elmer Teth
Jason Fick	3830 Ganger Ct Auburn CA 95602	Jason Fick
Wm Rathbark	12824 Falcon Point Place Truckee CA 96161	Wm Rathbark
Kathy Greenhalgh	5005 Stone Rd Soda Springs	Kathy Greenhalgh

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Name	Address	Signature
1 C M Young	8444 El Modeno Ave Elverta, CA 95626	C M Young
2 GERALD BESTPITCH	8444 ELMODENO AVE ELVERTA CA	Gerald Bestpitch
3 Denise Luckart	170 Artesia Rd Elverta CA 95626	Denise Luckart
4 LARRY CARDENIS	5300 HACKBERRY LANE 211 SACRAMENTO CA 9584	Larry Cardenis
5 Chris Weldy	3980 Staghorn Lane Georgetown Calif. 95634	Chris Weldy
6 Cindy Huber	3618 Cercis Way Cameron Park Ca 95602	Cindy Huber
7 Cindy Spields	PO Box 1845 Diamond Springs, Ca 95619	Cindy Spields
8 Susan La France	P.O. Box 105 Shingle Springs CA 95682	Susan La France
9 Mike Harris	2390 Apple Tree Ave. Camino, CA 95709	Mike Harris
10 Lucy Badenhop	7728 Bellinpath Dr Elverta CA 95626	Lucy Badenhop
11 John Marshall	1303 COFFEE RD Modesto Ca 95355	John Marshall
12 Kelly Rowell	10500 Bear River Ln Tuburn, CA 95602	Kelly Rowell
13 Al KAISER	11387 Wilmort Rd Wilton, CA 95693	Al Kaiser
14 Patricia Ryan	1707 Telegraph Ave Orangevale CA 95662	Patricia Ryan
15 Randy Hackbarth	5152 Metafe Trail Placerville, CA. 95667	Randy Hackbarth
16 ROBERT H. SYDNOR	4930 HUNTRIDGE LANE FAIR OAKS, CA 95628	Robert H. Sydnor
17 Robert W Gilmore	1689 Sand Ridge Rd El Dorado, CA 95623	Robert W Gilmore
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Name	Address	Signature
1 MATTHEW TRIBUR	8613 MT. VERNON RD	
2 Michelle Hermann	11625 Overhillee	
3 Daniel Schaefer	" " "	
4 GREG WHITE	8621 MT. VERNON RD	
5 Amy L. White	8619 MT VERNON	
6 CYNTHIA DOMENICO	PO Box 921	
7 Joyce Corothers	116300 WORTH LN. MT.	
8 Janice Snyder Montana	4000 Buffalo Rd Auburn 95602	
9 Mr. Li	9199 Log Point S Rd	
10 JACK BOWER	8681 Mt. Vernon Rd., Auburn	
11 Barbara Plescia	4685 UPSON Downs Rd, Newcastle CA 94566	
12 Brandon Evans	3623 Park Dr #2, Auburn CA	
13 Jo Bower	3623 Park Dr. #4, Auburn CA	
14 Candy Bower	3613 Park Dr #2 Auburn CA	
15 Kelly Bower	3613 Park #2 Auburn, CA 95602	
16 Kelly Torrisi	1507 Grass Valley Hwy, Auburn, CA 95603	
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LBHA Members

Placer Trails

Supporters of Placer County Trails

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Name	Address	Signature
1 Laurence Davis	4801 Virginia town Rd Newcastle, CA 95658	Laurence Davis
2 Travis Duran	4801 Virginia town Rd Newcastle, CA 95658	Travis Duran
3 Kathy Donburgh	4040 Rickel Rooms CA 95600 Auburn	Kathy Donburgh
4 Suzy McMan	4000 Buffalo Road 95602	Suzy McMan
5 Jan Montana	4000 Buffalo Rd Auburn 95602	Jan Montana
6 Florence Faoro	9101 Rock Springs Rd Newcastle 95658	Florence Faoro
7 MELANIE WARLOW	11210 VALLE VISTA CT. AUBURN, CA 95603	Melanie Warlow
8 Joe Warlow	11210 Valle Vista Ct. Auburn, CA 95603	Joe Warlow
9 Pete Rau	King Rd Loomis 95650	Pete Rau
10 Dick B. Miles	5051 EL DOW DR. #1802 Rockland, Ca. 95677	Dick B. Miles
11 Jennifer Wright	3528 Laird St Loomis, CA 95650 287 Kilham Rd	Jennifer Wright
12 Kate Johnson	Auburn CA	Kate Johnson
13 Mary Westfall	5855 Shamlaugh Ln Loomis CA 95650	Mary Westfall
14 Elizabeth Daffner	4863 Virginia town Rd Newcastle, CA 95658	Elizabeth Daffner
15 GERRY WOLF	9375 RANCHO VISTA LN, NEWCASTLE, CA 95658	Gerry Wolf
16 LAUREN HENDERSON	9375 Rancho Vista Newcastle 95658	Lauren Henderson
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Placer Trails
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Name	Address	Signature
1 Jane L Browne	8012 JOE RODGERS CT	GRANITE
2 JANE BROWNE		95746
3 BOB BELL	3975 PFE Rd. Roseville, Ca.	Bob Bell
4 DEBBIE BELL	3975 PFE Rd Roseville, Ca	Debbie Bell
5 SCOT HANSEN	5910 MADRONE DR. FORESTHILL CA	Scott Hansen
6 Janice Thurston	4121 Grace Ct Roseville, CA	Janice Thurston
7 Cyg Bates	4121 Grace Ct RSVL CA	Cyg Bates
8 Gavin Bates	4121 Grace Court RSVL Ca	Gavin Bates
9 Michelle Burns	9251 Billy Mitchell Blvd RSVL CA	Michelle Burns
10 KEVIN SKATFE	9251 Billy Mitchell Blvd Roseville CA	Kevin Skatfe
11 Sheryl Ravera	9401 Billy Mitchell Bl 95747	Sheryl Ravera
12 Luigi Ravera	same as above	Luigi Ravera
13 Trevor Ravera	9401 Billy Mitchell Blvd Roseville CA	Trevor Ravera
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Name	Address	Signature
1 Mary Chaddock	355 Arthur Ct	Mary Chaddock
2 Dan Chaddock	355 Arthur Ct	Dan Chaddock
3 Colby Smith	254 J St	
4 Marilyn Crespo	254 J St	
5 Emily Claver	465 Homestead	Emily Claver
6 PAT TERP	10400 Brown Run Rd	
7 JESSICA CARLSON	56810 ALICIA AVE, OLIVEHURST	Jessica Carlson
8 Kathleen Stewart	8939 Leland Ave SAC	Kathleen Stewart
9 Beth Ponseti	84 Sawmill Lane Lincoln	Beth Ponseti
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Name	Address	Signature
1 Ann Reichenstein	4011 Creekhaven Rd - Auburn	
2 Virginia Dix	22233 McCourtney Dr. 95949	
3 MARK MONTGOMERY	16726 N. EXIT RD PENNY VALLEY 95946	
4 Linda Lyson	Grass Valley	
5 Willie Brown	N.C.	
6 Sunny Vacca	R & R	
7 Jeff Hartley	280 Haines Ct Auburn Ca	
8 Michele Harter	12243 Silver Springs Pl. GV. 95949	
9 Susan	14104 Retrac Way, GV, CA 95949	
10 Andy	PO Box 344 Nevada City 95959	
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Name	Address	Signature
1 <i>Pat Ferguson</i>	17500 Hillcrest Dr. M.V. Ca	95728
2 <i>Ken Berkey</i>	1099 LANDMARK CIR, LINCOLN CA	95648
3 <i>Andy WASH</i>	1955, HUNTER DRIVE, ROCKLIN	95765.
4 <i>Richard Neal</i>	1780 ARROYO DR, Auburn	95603
5 <i>Linda Shuman-Prins</i>	1230 Desmond Ln, Ophir	95658
6 <i>Kelley Buxton</i>	8899 Balmoral Dr Newcastle CA	95658
7 <i>Jackie Weston</i>	284 Cherry Ave Auburn	95603
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Signature

Ryan Fowler	12159 Lausanne, Truckee	R. Fowler
Gregg Stone	12559 St. Bernard, Truckee	Gregg Stone
Reid Lambors	12670 Hidden Circle #1, Truckee	Reid Lambors
Jared Licht	16433 Lenelle Truckee	Jared Licht
Leah Dextier	18015 Rich St. TRUCKEE	Leah Dextier
Aaron Breitbard	11917 Lariat Ln 96161	Aaron Breitbard

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Placer Trails

Supporters of Placer County Trails

Scott Perry

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Name	Address	Signature
1 Debbie Perry	1166 Irish mtn Rd. MV	Debbie Perry
2 SCOTT PERRY	1166 IRISH MOUNTAIN RD	Scott Perry
3 Marc BOOTH	1331 Mercy Knoll Rd	Marc Booth
4 Rene' Possiter	1190 PHYLLIS Lane Aub.	Rene' Possiter
5 Kathleen Baldwin	3300 Ray Circle Auburn	Kath Baldwin
6 KATHY MADWELL	2546 G.V. Hwy #2 Auburn, Ca	Kathy Madwell
7 Stephanie Weck	10840 ATWOOD RD AUBURN CA	Stephanie Weck
8 John Hultsman	1625 Skyline Dr. Auburn 95602	John Hultsman
9 Jerry Sievas	1171 Rough and Ready Hill Rd	Jerry Sievas
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Name	Address	Signature
1 Destiny Collins	210 Pine St 95603 CA	Destiny Collins
2 Joani Gutscher	2014 Primrose Way, 91766	JPIC
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Name	Address	Signature
1 SHARON SWER	640 OLD GRASS VALLEY RD COLFAX CA 95713	Sharon Swer
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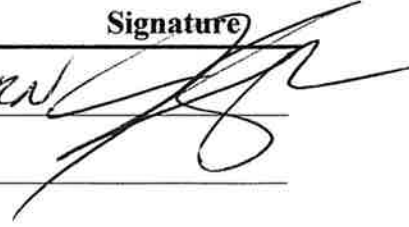
Name	Address	Signature
1	LILL HUGGINS 12520 Dennis Ct, Auburn	L. Huggins
2	Rosalie Weber 12672 Princeton Dr. Auburn	R. Weber
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Placer Trails

Supporters of Placer County Trails

We the undersigned support the Placer County Parks and Trails Master Plan and the Hidden Falls Regional Park Expansion and urge their approval by the Placer County Board of Supervisors.

Trails and open space provide proven health benefits and enjoyment for walkers, hikers, bikers, equestrians, and runners and provide access to the beautiful natural open spaces of Placer County for people of all ages. Existing trails are in heavy demand and trailheads are frequently over-burdened. The new trails and trailheads envisioned in the Master Plan and the Hidden Falls Expansion will be a major step toward enhancing recreational opportunities and community health in Placer County.

Name	Address	Signature
JONATHAN ZORN	4011 CREEKHAVEN RD. AUBURN	
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Sue Colbert

From: jane goddard <teresajane50@gmail.com>
Sent: Wednesday, September 23, 2020 3:49 PM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion

>>
>> I am 100% against the Hidden Falls Expansion.
>>
>> My husband and I have written many letters and attended many meetings in concert with our neighbors and Placer County residents who do not want you to vote to go forward with the project.
>>
>> You are well aware of the many reasons this project is not safe for our neighborhoods and the city of Auburn so I do not need to list them all again.
>>
>> Please listen to your heart and vote NO to go ahead with the project. It will turn our rural neighborhood into an area inviting crime, trash, wild land fires, homeless encampments, traffic problems, car accidents, more deaths on Highway 49, and a drain on the Placer County bank account.
>>
>> My husband Jim passed away on August 28 and he was vehemently opposed to the expansion as well. Your constituents are expecting you to Protect Rural Placer. Please protect us and vote NO on the Hidden Falls expansion.
>>
>> Thank you,
>>
>> Jane Goddard
>> 11400 Lone Star Road
>> Auburn, CA 95602
>>
>>
>

Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 12:05 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Maureen Henderson
Email Address (Optional)	mmhenderson@hotmail.com
Agenda Item (Optional)	Hidden Falls Regional Park Trail Expansion
Comments	Please see attached letter from Loomis Basin Horsemen's Association.
Attach a document	Letter to Planning Commission 09-24-20.docx

Email not displaying correctly? [View it in your browser.](#)



Loomis Basin Horsemen's Association

P.O. Box 2326 Loomis CA 95650

Dedicated to Trail, The Arena at the Park
Traylor Ranch and the Rural Lifestyle

September 22, 2020

Placer County Planning Commission Via Email

Re: Public Comments re Hidden Falls Expansion for Meeting on September 24, 2020

Dear Commissioners:

Loomis Basin Horsemen's Association supports the Reduced Project implementation that County Parks proposes. As is evidenced by the trailhead situation at Mears Place, there currently is a much greater demand for trails than we can accommodate, especially on weekends, when we are required to use the reservation system.

Placer County is expected to continue to grow substantially over the next 10-20 years. The Reduced Project reflects compromises made by Parks Dept. in response to concerns expressed by neighbors adjacent to the proposed expansion. The Reduced Project expands current parking, includes a new trailhead at Twilight Ride, and will open 30 miles of new trails in Placer Land Trust Preserves. The Reduced Project scales back the original project substantially (by about 60%) to minimize impact on the neighboring properties.

The additional parking under the Reduced Project, will help, but will still not meet the present and future demand for access to open space by Placer County residents.

Understandably, residents in the vicinity of the Project are concerned about impacts on their neighborhood. However, it is not reasonable to seek abolishing the project. This project has been in the making for many years, always with the intention that these lands be made available for public use. There cannot be public use without public access.

The public benefits of this project are strong, while any possible impacts are minimal. This Reduced Project represents a tremendous opportunity for the region, and I am confident it will be implemented with care.

We urge your votes to approve the Reduced Project and recommend that the Board of Supervisors certify the Final SEIR and approve the Conditional Use Permit so that Reduced Project may proceed.

Very truly yours,

Maureen Henderson
Trails Liaison

Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 1:18 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Robert Horowitz
Email Address (Optional)	sactobobhorowitz@gmail.com
Agenda Item (Optional)	Hidden Falls Regional Park Expansion
Comments	Very much in favor of the expansion. Will look forward to riding my bike on those 30 new miles of multi-use trails. Placer County has done a fine job with this park and I appreciate your efforts. Yes, the parking is a challenge, but now that I am retired I can go mid week.
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

Sue Colbert

From: Keith Kenworthy <kkenworthy@gmail.com>
Sent: Tuesday, September 22, 2020 7:25 AM
To: Sue Colbert
Subject: [EXTERNAL] Hidden Falls Expansion - Final Environmental Impact Report

I am writing in support of the Hidden Falls Regional Park expansion. I am asking you to approve the Final Environmental Impact Report of the full project.

I support the county's plan to build the Reduced Project Plan. I understand that the residents in the area had concerns about traffic and I believe their concerns are addressed with the reduced plan.

My family enjoys hiking and biking at Hidden Falls and are looking forward to exploring new areas of the park. The current trails are very popular and it is important for the county to provide additional trails which will spread people out.

Thank You
Keith Kenworthy
1494 Foxridge Circle
Auburn, CA 95603

Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 2:12 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Michael Marovich
Email Address (Optional)	Mmarovich20@gmail.com
Agenda Item (Optional)	Hidden Falls Expansion
Comments	I support the plan for the expansion of property and trails at Hidden Falls Regional Park.
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 3:09 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Betty McMartin
Email Address (Optional)	b.mcmartin@sbcglobal.net
Agenda Item (Optional)	Hidden Falls Trail Expansion Project
Comments	We needed more trails in Auburn before Covid-19, but now the virus has shown us that we need more trails more than we ever had before. It's dangerous to stay in confined places with other people, so we are anxious to get out into the fresh air. Please help the citizens of Placer County by approving this project. Let it be known that: 1. I support approval of the Final Environmental Impact Report of the Full Project and that 2. I support the county's plan to build the Reduced Project Plan. Respectfully submitted, Betty McMartin
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 3:31 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Janet McMartin
Email Address (Optional)	MCMTEAM2@GMAIL.COM
Agenda Item (Optional)	Hidden Falls trail expansion Project
Comments	The people of Placer County are in desperate need of more hiking trails with safe parking. For this reason : 1. I support approval of the Final Environmental Impact Report of the Full Project and that 2. I support the county's plan to build the Reduced Project Plan. Thank you for considering these options.
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 4:45 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Don Metzger
Email Address (Optional)	<i>Field not completed.</i>
Agenda Item (Optional)	Hidden Falls
Comments	<p>I just wanted to chime in and get it on record that I support the approval of the Final Environmental Impact Report of the Full Project. I also support the County's plan to build the Reduced Project Plan.</p> <p>I am a new user of the Hidden Falls Park but it is an amazing park.</p> <p>Thanks!</p>
Attach a document	<i>Field not completed.</i>

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Sue Colbert

From: Tim OLeary <toleary69@sbcglobal.net>
Sent: Thursday, September 17, 2020 3:43 PM
To: Placer County Board of Supervisors; Kelly McCaughna; Mark Rideout; Andy Fisher
Subject: [EXTERNAL] Reduced Hidden Falls Memorandum

I like to say that the "reduced version" is a step in the right direction. There is no "level of trust" between the PLT and Auburn Valley lets look at what's written.

Page 6 of 21 under the Permitted Use heading of the Harvego Ranch section shows "docent led tours 7 days a week, one per day". LLOYd Harvego agreed to a

12 day per year docent tour. There is that "level of trust" again. We talk to LLOYd and his partner Joe Fischer a lot, so we stay updated on communications.

Phase 2, 3 and 4 need to be completely removed from any consideration! The level of trust says the PLT will attempt to bring this back in the mix!

Road use fees are something that every property owner pays throughout Auburn Valley. These fees are paid twice a year to support the maintenance of our

"private roads". If the PLT wishes to have their 12 docent led tours per year we will be happy to assess the appropriate fees in connection with their use. Nobody

uses our private roads for free.

Page 13 of 21 under the heading "Final SEIR" it stated there were over 500 comments received on the draft SEIR. 75% expressed support and 25% expressed

opposition. Let's remove all the "boiler plate" templates from the Horseman's Assoc. and all the non-Placer Co. residents and redo that analysis. That 75% turns into

5% at best! There is the "level of trust" again! The plan at PLT looked like lets flood them with support from folks that don't have any "skin in the game"

Page 18 of 21 under Public Outreach stated the County Parks Division offered to meet with any local resident who wishes to discuss the proposed project. Evidently

that did not include anyone in Auburn Valley. No one has any letter or email to this statement! Once again "the level of trust" returns!

Standing behind the analysis and conclusions of the "full project descriptions" is short-sided and dangerous. The conclusions of CalFire and Placer Co. Fire just

looks like "lets all agree to do this". Safety protocol was shelved and improper analysis proves that they did not put together a plan that works! When I talked on

the Hydrology topic I mentioned the inadequate water source at the Mears Rd entrance. From a safety standpoint it should be closed! Not reopened until a reliable

water source is found for the park visitors and for fire suppression.

In closing Auburn Valley achieved a "Firewise Community" status a short time ago. Through the efforts of many people in this community we are trying to keep our

community safe. As the HFRP issue moves forward we will keep a "watchful eye" because there is no "level of trust" between the PLT and Auburn Valley!

Respectfully submitted,

Tim OLeary
6720 Estates Ct.
Auburn, CA 95602

Tim O'Leary



Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 12:16 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Steven Sheldon
Email Address (Optional)	teledawg@gmail.com
Agenda Item (Optional)	teledawg@gmail.com
Comments	<p>I fully support the Hidden Falls final EIR, and especially the County plan for reduced project plan. Preserving open space AND providing recreational access are especially important for the health and well being of citizens and future generations. While there is a measurable impact from these facilities as noted in the EIR, it is far less than if the lands were developed, and is greatly offset by the health and recreational opportunities.</p> <p>Thank you for the continued support for these open space recreational opportunities that are vital to Placer County current and future citizens.</p> <p>Best regards, Steve Sheldon, Auburn CA</p>
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

Sue Colbert

From: Jan Tarantino <jan.tarantino339@gmail.com>
Sent: Thursday, September 17, 2020 2:22 PM
To: Placer County Board of Supervisors; Kelly McCaughna; Mark Rideout; Andy Fisher
Subject: [EXTERNAL] Reduced Project - Staff Recommendation Hidden Falls

To Whom It May Concern:

I am very concerned about the many inconsistencies and contradictions in the document attached to the agenda for the meeting tonight.

- The fact that the traffic study (or a link thereto) that was submitted as evidenced to the County was not included in the recommendation/document publicly distributed. I believe it should have been as it is a current reality vs. the archaic tool(s) the County used to evaluate the safety of the current roads.
- The percentage of 75/25 alluding to those in favor vs. those not in favor is extremely misleading. The fact that various associations sent out a template document, and individuals forwarded that to the Board and elected officials, does not constitute a bonafide *for* OR *against* vote. Many included nothing but a signature. This data should have been broken down. Only the taxpayers of Placer County should have the ability to vote on a project that so severely affects the Placer County community.
- Wildfire mitigation, although very limited/nonspecific, seems to address the safety of those in the park/on the trails, but not the safety of the surrounding communities. There should have been many lessons learned from the 49er fire - which still remains fresh in the minds of many residents. There is NO evacuation plan. As in 2009, there is no escape for those in the foothills; the arteries are insufficient and the same as in 2009, with the exception of the fact that there are MANY more residences now than before.
- If approved, is this document the final recommendation or will the officials come back full force and attempt to implement the full plan? I believe the community needs clarification on this topic and a written document clearly stating current and future intentions.
- Reference (excerpts below) of the docent-led tours (12 times/year as agreed to with Mr. Harvego). That is **NOT** what the below chart states and doesn't jibe with the verbiage contained in other parts of the recommendation.

I respectfully request that, prior to the meeting tonight, I understand whether this is an oversight. "Daily" does not nearly equate to "12/times per year".

The below are taken directly from the document.

Reservations	Weekends, Holidays, Peak Days	Weekends, Holidays, Peak Days
CURTOLA RANCH ROAD		
Automobile Parking	120	18 (existing)
Equestrian Parking	10	0
Open Status	Daily	Docent Tours Only
Reservations	Daily	Docent tour sign ups

- ▶ Harvego Preserve – Only PLT docent-led tours would access this property via Curtola Ranch Road, with a maximum of 12 days per year as currently allowed. The existing 18 space parking lot would be maintained, with no new parking development or amenities at this entrance to the Trails Expansion Area.

As noted above, the recommended Reduced Project includes 25 additional parking spaces within the existing HFRP parking area, development of two new parking areas off Garden Bar Road and Bell Road, and use of the existing dirt parking area off Curtola Ranch Road for Harvego Preserve docent-led tours. The Reduced Project would limit use of the Harvego Preserve parking area to what is allowed today (12 docent-led tours per year). Other amenities such as bridges, overlooks, picnic benches, tables, restrooms, drinking fountains and equestrian amenities are included with the Reduced Project as well, but would not increase the frequency of the docent-led tours to the Harvego Preserve, and would not include parking or trail access improvements off of Curtola Ranch Road.

Respectfully submitted,

Janet Tarantino
6720 Estates Court
Auburn, CA 95602

Sept 23, 2020

Planning Services Division
3091 County Center Drive.
Auburn, Ca. 95603

For the Planning Commission Hearing room meeting schedules for Sept 24, 2020:

As I wrote in May 2020, I have read as much as I can. I can not support this project. Does any park need over 2,000. acres. Using this parking area increases fire risk, will cause problems on our roads. Has potential to contaminating water. Not passing Twilight Ride parking will also save taxpayers the cost of putting in a well, a septic system. No water contamination No traffic, decreased risk of fire. Just trying to get onto the property is problematic. Residents have been saying NO for years. Yet every few years we are being pushed into going along enhancing the park. I don't want the fire risk, the traffic, water issues, potential trespassing, homeless encampments, breaking into neighbors homes but most importantly I do not want my father or myself to die because we can not get off our property and out of the way of the fire.

I am supporting a "No" vote to the Enhancement to Hidden Fall Regional Park Trail Expansion SDEIR regarding Twilight Ride Parking area.
Please include my letter as part of the public comment permanent record. I am again submitting my May letter for the record plus these comments

Today September 23, 2020;

I am against the Hidden fall regional park trail expansion SDEIR regarding Twilight Ride Parking area.

After the recent fire (which is my first concern) I want you to answer:

Is the fire station on Lone Star Re-opening?

How have you addressed how the property owner can safety exit their property's?

If a fire starts how will you let property owner know to leave their properties? Or where the fire is so they know how to exit?

I live on Fawnridge across the Bell location off Kramer. Fawnridge is a private one lane road. The wind blows from the Bell address across the field towards Kramer and right up our road. The fire will make it impossible to exit the road and my neighbors and my family will die on their properties. If we try to defend our lives we are all on water provided by wells.

Your report shows that Atwood station will report to fire in this location over 8 mins away. By the time they arrive. Park evacuation and fire will be upon us.

So you are asking us to die for the pleasure of park users. I ensure you if I die my family will take legal actions against Placer County for lose of life and property. I'm sure the other residents families will also join in that action.

Second concern Water.

Have you fixed the water situation at Mears Road or are they still getting water delivered to them?

Have you determined how you will get over 4,200+ gallons per day for Hidden Falls? (estimate from your septic appendix J earlier report.) Do you understand how much water that is?

Has the water usage impact been determined as to how it will effect property owners? Example underground water pockets.

Why does the county think having a park of this size with water usage a problem for homeowners is such a good idea?

Third concern Utilities

PG& E has determined this area is high risk. We lose our power. How do you pump water from wells without power? Again property owners will have to have generators just for their wells to fight potential fire from the new threat of the expanded park.

The fourth concern Traffic.

Are you aware Kramer has had another accident on this road since May of this year? When you do the speed limit I have had cars and trucks pass me. Speed has increased on this road. I was on Bell just after the suggested site going towards 49 and a fire truck came and we had to pull to the edge of the road so he could pass. These roads are not wide enough for horse trailers, multiple emergency vehicles or the traffic you are encouraging to come to our area.

Lastly

Why are we having to visit this over and over? If this was a project a citizen was pushing to do it would have been stopped long ago as not in the best interest of the area.

Conclusion, I am supporting a "No" vote to the Enhancement to Hidden Fall Regional Park Trail Expansion SDEIR regarding Twilight Ride Parking area. Please include my letter as part of the public comment permanent record. I am again submitting my May letter for the record plus these comments

Sincerely

A handwritten signature in cursive script that reads "Pamela Trocha".

Pamella Trocha

May 20, 2020

To: Placer County Resource Development Agency Environmental Coordination Services, Placer County Planning Commission , Placer County Board of Supervisors.

From Pam Trocha 5540 Fawnridge Road, Auburn, Ca. 95602

Regarding: Hidden Falls Regional Park Trails Expansion SDEIR.

My parents and I moved to this area in 1989. We enjoyed the quiet, nature and learning to live rural life. Most of there residences on the road had been here for many years. Now there are only two 30 plus year residents the others on this street have moved here in the past 6 years. Since here, we have seen more wells deepen or re-dug. The NID levels are running lower. With each fire more requirements not recommendations are forced upon us. The Lone star volunteer fire department is closed. Hwy 49 in now 4 lanes. Over the years fire, water, and traffic have always been our concerns. I remember a fire in the area. My Mother and I were returning home and we saw the smoke. We called my father and had him start getting ready to evacuate. It took forever to get down hwy 49 to Cramer road. Once at the house we loaded the cat, grabbed person files, medications, clothes, pictures and personal treasures and filled 2 cars. We were ready and waiting to go down our one lane private road. We experienced the fear and wondering of how fast would the fire spread? Would they notify us to get out before the fire crews would start coming in. Thankfully the fire did not reach this area. We waited and thankful for firemen saving our area. We unloaded our cars. You never forgot that experience. For years my Mom had go ready boxes in the living room in fear this would happen again. Once you have experienced that fear, it never goes away. We live here because we want to. But knowing we are now in high fire danger zone and no nearby fire house is just to scary. I question how this project is ever being considered. I have spent hours looking at these different reports. These reports clearly are written to down play concerns to pass this project. The statements show few actual concerns which are significant but down played. So here are my concerns and questions. Starting with my greatest concerns.

1. Chapter 16 Wildfire (FIRE is my first concern, second to Water. We have wells and canals of shallow water.)

16.2 Environmental settings. The SDEIR does not discuses effects from Humans presents, and the effect that will have at Twilight Ride. Where is more information regarding the reopening of fire station #184. Actually I did not read the suggestion of the re opening this fire station anywhere else in this report not even in Public Services and Utilities.

Increasing human visitors that do not understand risky behavior scares me. It was mentioned reopening Station 184 (Lone Star) yet no cost involvement is addressed. I can imagine my property taxes going up. Will there be parking charges and park usage charged to cover expenses?

16.2.3 Wildfire classification and behavior. The SDEIR does not address educating the public to fire danger ratings, red flag conditions, fire spread patterns for this area.

Will NO SMOKING or NO FIRES signs be posted? Parks have fire danger signs posted, will this area be closed on red flag days? Most residents will not even have power from PG&E due to shut offs. We don't need people from outside of the area during this time. Will visitors be required to inform someone of their plans so if there is an emergency we can find them? What are the plans for evacuations? Will their be any signage of wind patterns or wind flags so visitors understand their risk? Will there be a way of controlling the amount of people at the parking areas at any given time? I understand there will be parking reservations / permits but it appears that issuing 566 per Saturday thinking people are coming and going could be problematic. It also say permits will be used on holidays and Saturday. How will they control usage during the week, just by the ranger? Will there be an evacuation plan given to visitors so they know what to do? What happens to traffic when a horse trailers goes into a side ditch and/or a head on collision occurs because these are RURAL ROADS. This is also briefly discussed in Public Service & Utilities

16.2.4 Fire Hazard Severity zones. SDEIR contains no cause and effect data on loss of, raised, or canceled insurance. PG&E clearly has made this area high fire danger zone. Insurance companies also have more and more requirements to keep your insurance or stopped providing insurance. Talking to neighbors this confirms my fears PG&E and Insurance companies do not want to be responsible for our properties and adding this parking area I foresee them increases their actions.

16.4.2. Emergency response. Evacuation. The SDEIR has no data about the amount of residents living here or how to empty the park. Add the residents living around the golf course plus visitors using the golf course, Harvego parking area, and in the other direction another winery on Bell. Also where is data with what happens if Bell, Cramer or Lone Star roads are closed due to fire. Even just one road blocked would have dramatic consequences.

Why is there no data on the residents that would have to be evacuated. The SDEIR again down plays the residents. We have a right to not be endangered. It would be problematic as it is today, but the addition of all the people already visiting the area, and the new visitors projected to use this parking area, causes GREAT concern. This report say 600 vehicle trips to Twilight Ride parking lot can occur on a weekend day and Harvego parking lot can have 573 vehicles that's 1,173 more vehicles. I found that Harvego has 4 Phases and when complete will have 98 spaces 4 ADA and 10 horse trailer parking spots. Again more traffic for evacuation in the event of a fire.

I'd like you to visualize; take 100 cars and occupants, 4 – 5 horse trailers, a few firetrucks coming into the area, with police cars, and have them evacuated from 5345 Bell Rd property, and get them out safely while residents are trying to get out of their driveways or side streets. Do you have a picture yet, because I'm already praying that God protect us. Now think, all my neighbors will be fearing this 365 days a year till either everything is burnt, and then nobody wants to come here. Or we move from the homes we love, if we can even get anyone to purchase our homes.

I live on Fawnridge Road a private one lane road. There are a least 15 driveways plus a winery tasting room. This is a dead end one lane road with the road going over a NID canal. Once we get to the end of the road at Cramer there is a curve to the left and a rising straight portion of the road to the right. Getting out with more usage will make it difficult especially if firetrucks are trying to get in. We may be blocked from traffic, emergency vehicles and our street neighbors. Also RURAL roads don't handle these situations well.

16.6 Mitigation measures. They have listed measures, which can help but, do not eliminate the risk. No info on who will be paying for the Lightweight Rescue Vehicle which again is for once the event has occurred not eliminating the event.

Data on the effects of smoking, BBQs, or over night stay with campfires does not take into accounts the risk of FIRES.

Using the past for fire history of the area does not apply global warming effects. We are experiencing different fire patterns and dangers. (read Cal Fire Reports) How is there no data regarding these issues. For they are real issues. Why would we have all the fire prevention regulations we have. Maybe we need a Cal Fire assessment report added to this. I am sure they will not say minimal risk.

2. Chapter 11 Water

Who has water? When there is no rain, rivers and brooks have limited water. Wells get used.

I read these 22 pages. Lets look at what is needed at Mears Place. In less than ten years, a well was reconstructed to pubic standards twice. In 2015 the well could not meet the public water demand. The 12,000 gallons of water for fire use is now being filled by water trucks. Has construction of the new well been done as this report states "new well in the future." Twilight Ride current well pumps 15 gpm potable at the residential dwelling. So a new well needs to be done here. Harvego has a well that is used for pasture irrigation. How will the well provide once there is a parking lot with visitor needs, animal watering, and meeting fire fighting holding tanks

requirement? In this proposal they also will get a new well. Where is the data about how much water will be needed at each site? As this is also a GREAT fire danger area what if the 12,000 container will not be filled. Do you know how much water will be used? Where is that DATA. Daily visitor drinking, watering animals takes a lot of water. Gallons! There is a lot of talk about water drainage, from trails, and parking surface that can go to Raccoon Creek. Water quality. It even talks about the depth of wells and how much is pulled in a minute. Talks about where to put septic tanks with drip field / leach fields with ponds and stream and parking lot may be problematic. Finally states if water discharge violates water ways and groundwater this can be a potentially significant impact. It talks of how the water channels go do to feed other areas in the state. So there would be a ripple effect. Yet the 2010 reports says no significant impact when these conditions have not change because the issues have not been created. It does not mean that there is not an issue, it is that they can be a significant issue once construction starts. Page 11 goal 6A has goal of enhancing natural qualities of rivers, streams, creeks, and groundwater. Finally it has quality drinking water. It still seems water is an issue.

Looking at septic appendix J it says they looked at 5 gallons of sewage per person. With average of 140 parking cars times 2 equals 280, times 2.5 visitors 700 visits, x 5 gallons treatment of 3500 gallons of sewage Conclusion is you have waste there is also consumption. If 3500 is waste even 1 gallon per visitor (700) that would mean 4200 gallon per day of well water with out the horse consumption. Is that a lot of water?

3. Chapter 13 Public Services & Utilities This was enlightening. I know my house will burn if there is a fire at Twilight Ride parking area. It will depend on the wind pattern as to how much time my family will have. I can hope the storage water if it can reach the source will fight the spread as it will be 8 to 10 minuets before firetrucks will arrive. People will be racing to get away from the area. They will hit the roads, the same time help is trying to get to the fire. Now residents will see smoke, and start packing or trying to save their homes. It has been maybe 20 minuets. How far do you think the fire has spread. People will leave areas such as the winery and the golf course. Visitors will leave and the residents will have to live with the consequences of the fire.

Fire protection is with Cal Fire Nevada -Yuba -Placer. Atwood station #180 is first responder.

13.3.2. Public resources code section 4114 & 4130 authorize by the State Board of Forestry and Fires protection 2010 Strategic Fire Plan. And that plan is?

13.3.3. Goal 4 H provide adequate fire protection. Rural areas will wait 8 – 10 minuets. What do you think the time coming from Lone star station would be? My impression if these parking lots are passed then we should have a fire station due to the increase risk of not just Twilight Ride but also Harvego parking.

This report talks about shade fuel breaks, maintaining vegetation by cattle, goats and sheep. It also states a Ranger will be present. Rangers will also be able to talk to county staff through radios. The 2010 HFRP under Emergency access bridges has a recommendation of “ The County would also provide 2 weeks notification to Placer County Fire Department / Cal Fire of any events that would have greater than 30 vehicles and / or between 100 & 200 participants to allow for improved emergency response if needed. This was considered less than significant. Plus in other areas of this report it is no longer considered to report these conditions, why not? This would be a smart thing to do. But again if you look at the projected use it would be every weekend.

13.4.2. Issues Utilities

Insufficient water supplies especial dry or multiple dry years. Matter of fact they state Any Reservation based events that would exceed the capacity of on site wells would be required to supply their own water. Again what is the amount of water needed? If you don't have enough water for usage, you don't have enough water to fight fires.

Page 14 “ Park rated moderate to high on the fire Hazard Severity map. Exhibit 16-2 Spears Ranch overnights with campfires in fire pits. Is this still going to happen during fire season?

Page 15 "It was determined that although the project could increase the potential risk of wildfire on the HFRP project area, implementation of various measures would improve Cal/Fire Placer County Fire Departments ability to respond more quickly to fires and would reduce the severity and size of potential fires. Therefore the project was not expected to cause a significant increase in the demands for the fire services. The impact was considered less than significant. Really!!!! I read in this report that Cal Fire and Placer County Fire Departments did not have an evacuation plan. I'd like to see what it is, because living here it would matter a great deal to the residents. So what's their plan, other than react to the fire and everyone is out for themselves.

2019 HFRP trail Expansion Project impact analysis Sec 16N "smoking, campfires and motorized vehicles will be prohibited within the expansion areas with the exception of emergency medical or ranger services, maintenance and landowners needs. What will be the consequences of smoking, starting campfires or using motorized vehicles. What happens if homeless encampments are found?

No where in this chapter does it suggest reopening Lone star fire station. Again why not? If the park system would not be held accountable to do this then the County should be finding the financial source as they are making the decision to let these events progress instead of realizing we can not afford to do this expansion. Who do we hold responsible financially for our property losses. Insurance company's will push for someone else to pay the cost. Does PG&E ring a bell.

4. Appendix D Traffic Impact Study 24 hour study Aug 1, 2019

What vehicles could be using Bell Road, Lone star and Cramer? What will traffic look like?

Bicycles on any roads leading to parking areas would be dangerous for auto and biker. The new law of 3 ft would be impossible on some of the curves as you would have to go to the other side of the road to pass. What would happen when there is more than one bicyclist? I have only in 30 years seen one bike on the road. With a park that has bike trails, this may not be the case now.

Pg 19 Bike Table 6 Cramer Bell to 49 Class III priority 0

Bell Lone star to Joeger Class III priority 2

Lone star Class III priority 2

Pg 52 Bicyclers felt that they would not ride to the parking area as they would use off road bikes on the trails.

Pg 51-52 Pedestrians if no parking they could park on street. Pedestrian safety / automobile conflicts.

Residents may have to put "No Parking" signs up on Bell Road to prevent parking just like residents did on Wise Road and Mt Vernon.

Concerns of using Cramer road. Pg 22 "Increase of traffic on a road that had 3 accidents... in 3 years." Of the three roads this is the one with the most accidents. There are blind curves, and deep shoulders for water run off. In most areas there are no shoulder. There are 10 driveways, 2 streets, and 1 private road. Curve radius 75 ft to 200 ft. means speed limit 30 or less. Width of the road is 20 to 22 feet. My question how wide is a horse trailer. Will they take up more than their side of the road, especially when going around a curve.

This report also has the usage of Cramer on weekdays may go up to 250 vehicles a 45 % increase and on Saturdays 480 an 88% increase. Yet Lone star on weekdays will only go up 22 % and on Saturdays up 52 % (Note EPS directions use Cramer to get to 5345 Bell Road)

On page 52 "The project will add traffic to a road way that experienced collisions at a rate that exceeds the statewide average for similar facilities, and as a result the projects impact to safety on Cramer Road is considered to be potentially significant.

Page 52 They feel putting roundabouts and only right turn at Cramer would help. Also having a raised median.

Page 62 Lone star in the future could need a light if the roundabout has not been done. Yet it would slow speed on highway 49. A "Intersection control Evaluation report" would help determine which would be the best direction to go. This has not been done. Question: Why has decreasing speed limit to 55 as there are so many driveways, and street that enter and exit hwy 49 been done? Ever heard of posting residential area decrease speed. Instead speed limits have been increased(40 to 55 to 65) from Shale Ridge Rd forward towards Lake of the Pines. Why, because people will not do 55, and in most cases drive faster than 65 mph. So the speed just keeps going up since drivers will not drive at a safer speed.

Pg 62 “No funds has been found to improve SR 49 north of Dry Creek.

Entrance to Twilight Ride off Bell Road. It was suggested to move entrance 240 ft. to make visual viewing for the Left turn needs to be at least 300 ft of clear viewing. Speed limit needs to be 40 mph or less. Addition of Road tapers would give vehicles distance to slow and turn. Twilight Ride entrance is 1800 feet from Cramer Road.

Chapter 8 Transportation and Circulation
2019 HFRP Trails Expansion Project Impact Analysis page 24

“At the Twilight Ride site, the center line for the proposed access location is roughly 80 feet from parcel's southern boundary. Thus the 150 foot taper would begin along the edge of pavement roughly 122 feet south of the property line and widen to about 8 feet at the property line. Depending on the right of way location in this areas, this work may encroach into the adjoining parcel. A shorter taper may be needed to avoid encroaching into the adjoining parcel, and this deviation from Plate 116 would require an engineer to design an acceptable alternative and request an approval from Placer County's Director of Public Works. Mitigation Measure S8-4 requires the preparation of Improvement Plans meeting County standards on plate 116 for installing a separate northbound left turn lane on Bell road and construction of a driveway entrance for the Twilight Ride site.”

Question how would cars or matter of fact horse trailer get in to this property?

Pg 29 2019 HFRP trails expansion project impact analysis States no designated emergency evacuation plans are in place with CAL Fire/ Placer County Fire Department for the existing residential areas surrounding the expansion areas. However, the project improves access to rural areas of the County for emergency responders The project would include improvements to on site access roads in order to provide public and emergency service access to the parking lots and trail heads..... What improvements are they talking about? But of course if the park does not happen we would not need these changes.

Measure S8-3 Install or Upgrade Traffic Control Devices along Cramer Road Prior to the public use of the Twilight Ride facility in Phase 1, install or upgrade traffic control devices along Cramer Road to meet current MUTCD standards for message, location and sign conditions to the satisfaction of the Department of Public Works. (pg 30) What does this mean?

Table 8-14 Existing plus Project Roadway Segment Traffic Volumes and level of Service shows traffic will be using Bell road or Cramer as little usage shown, on Bell Road from lone star to Cramer. Yet the Bell rd Joeger to Cramer is almost the same as on Cramer from Bell to SR 49. (pg 40)

pg 52 talked about decreased usage on Cramer could be done if right hand turns on hwy 49 was only allowed. Talk about center wall and roundabouts at Lone star and Lorensen would change the usage on Cramer. “Any improvement on SR 49 would require approval from Cal trans and the County cannot guarantee that the improvements would occur.

So how much traffic is on highway 49 information from 2017 Cal Trans is shown on :

8-4 Figures of vehicles 34,700 traveling N Bell on highway 49 to Dry Creek, 32,000 to Lorensen, and 30,700 to Nevada County Line.

8.5 Table HFRP Expansion Saturday Trip Generation Estimate.
Twilight Ride will give 232 permits which generate 599 trips.
Harvego will make available 222 permits and 573 trips

There is a lot of information but the results show there will be a lot of traffic. This report purposed changes to highway 49 will help with the traffic on Cramer to go to Twilight Ride. Yet why would you have need of Left hand turn lane on Bell if you came in through Cramer. Maybe traffic should be directed to use Bell Rd.

5. Chapter 4 Land Use And Agricultural Resources.

In reading the 18 pages it seems the Placer County goal is to ensure land for recreational activity in this case

open wild land for hiking, horse back riding or biking. Because this area is rural land. Roads are narrow and there is a need for parking areas. For many years different large homesteads have been acquired for these needs. I question how much land do you need. The plan is to have four locations just for parking. One being Twilight Ride. It will give over 400 parking spaces Of course this piece of property ties all these pieces of property together and brings access to roads. This piece of property and areas around it is in a high risk fire zone. Bringing visitors to this area endangers residents. Humans can cause Fires. Insurance companies are making it harder to get and keep insurance. The cost is also making some homeowners have financial difficulties. Traffic issues on roads that may have been made since this area was plotted. They were made for getting from farms and ranches to town. They were designed for a lot less traffic than this parking lot will bring. Yet the answer is to do road enhancements only because of bringing traffic to this area. I've seen the No parking signs that were installed on properties on Mt Vernon and Wise. We will have the same look. If people are not smart enough to not park on the edges of roads, are the smart enough not to smoke and start a fire?

I have read as much as I can. I can not support this project. Does any park need over 2,000. acres. Using this parking area increases fire risk, will cause problems on our roads. Has potential to contaminating water. Not passing Twilight Ride parking will also save putting in a well, a septic system. No water contamination No traffic, decreased risk of fire. Just trying to get onto the property is problematic. Residents have been saying NO for years. Yet every few years we are being pushed into going along enhancing the park. I don't want the fire risk, the traffic, water issues, potential trespassing, homeless encampments, breaking into neighbors homes.

I am supporting a "No" vote to the Enhancement to Hidden Fall Regional Park Trail Expansion SDEIR regarding Twilight Ride Parking area.
Please include my letter as part of the public comment permanent record.

Sincerely



Pamella Trocha

Sue Colbert

Subject: [EXTERNAL] RE: Planning Commission Meeting 09/24/20 - HFRP Trails Expansion ProjectContinuance

From: Brian Vizzusi <bvizzusi@yahoo.com>

Sent: Wednesday, September 23, 2020 1:32 PM

To: Samantha Ledbetter <SLedbetter@placer.ca.gov>

Subject: [EXTERNAL] RE: Planning Commission Meeting 09/24/20 - HFRP Trails Expansion ProjectContinuance

Hello Samantha,

I fully support the HFRP trail expansion project. I know that many of my neighbors in Auburn Valley are against this. I want to make sure that my voice and or "vote" is heard and seen but am still working full time and would not be able to attend the meeting.

Brian

Sent from [Mail](#) for Windows 10

From: [Samantha Ledbetter](#)

Sent: Wednesday, September 23, 2020 12:39 PM

Subject: Planning Commission Meeting 09/24/20 - HFRP Trails Expansion ProjectContinuance

Good Afternoon,

In order to ensure that the public has ample time to review the staff-recommended Reduced Project for the Hidden Falls Regional Park Trails Expansion Project, the Parks Division will be requesting a continuance of the item at the September 24, 2020 Planning Commission hearing. The request will be to continue the item to the October 22, 2020 hearing date at 5:00 PM. Parks Staff will not be providing a presentation of the proposed Project at the September 24th hearing.

Thanks,

Samantha Ledbetter

Parks Secretary

(530) 886-4901 | Fax: (530) 745-7544 | parks@placer.ca.gov



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Sue Colbert

From: noreply@civicplus.com
Sent: Tuesday, September 22, 2020 9:27 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Chris Walker
Email Address (Optional)	walkerstrategies@gmail.com
Agenda Item (Optional)	Hidden Falls Expansion — SUPPORT
Comments	I support the reduced plan for the expansion of Hidden Falls and the approval of the EIR.
Attach a document	<i>Field not completed.</i>

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Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 2:30 PM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Alan walls
Email Address (Optional)	<i>Field not completed.</i>
Agenda Item (Optional)	Hidden Falls
Comments	I and my family of 4 fully support the additional trails at Hidden falls. We hike and MTB and love the open space for our family and friends. This is a great addition to open space. Thank you.
Attach a document	<i>Field not completed.</i>

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Sue Colbert

From: Leslie Warren <lesliewarren52@gmail.com>
Sent: Tuesday, September 22, 2020 7:18 AM
To: Megan Wood; Sue Colbert
Subject: [EXTERNAL] Fwd: Hidden Falls Expansion 9:50 AM Agenda Item tomorrow

Dear Megan and Sue: I neglected to include you in my distribution for this comment on the Hidden Falls Agenda item today. Please add this comment to the public record and distribute it accordingly, to Board and Staff.

Thank you.

Leslie Warren

Sent from my iPhone

Begin forwarded message:

From: Leslie Warren <lesliewarren52@gmail.com>
Date: September 21, 2020 at 3:27:11 PM PDT
To: Cindy Gustafson <cindygustafson@placer.ca.gov>, Jim Holmes <jholmes@placer.ca.gov>, Bonnie Gore <bonniegore@placer.ca.gov>, Robert Weygandt <rweygand@placer.ca.gov>
Subject: Hidden Falls Expansion 9:50 AM Agenda Item tomorrow

Dear Chair Bonnie and Members of the Board,

Tomorrow, I entreat you to deny the staff recommendation to pursue a \$3 m grant for the Hidden Falls Expansion. If you approve the staff recommendation, one may reasonably presume that you have already made your decision on the Hidden Falls Expansion question.

One would hope that this is not the case; as citizens have not had the opportunity to discuss the Hidden Falls Expansion proposal with you. Further, your decision will precede the public hearing on certification of the FSEIR for the Expansion Project. In effect, there is no *approved* project for which to seek funding.

Citizenship is being a member of a political community which affords rights and obligations. As citizens, we fulfill our obligations by our vote, by paying our taxes and participating in government processes. We *trust* our government to protect our citizenship rights in exchange for our allegiance.

Our rights as citizens rights are:

civil rights, which are anchored in our right to own property,

political rights, the right to meaningfully participate in and exercise political power

social rights, the right to a modicum of economic welfare and security.

If you approve the staff recommendation tomorrow, it would appear to be a breach of citizens' right to meaningfully participate in and exercise political power. It will send a message that citizen participation in local government (and citizens rights) are merely hurdles to be overcome. It will give citizens the impression that citizens are not stakeholders in the decision making process. I urge you to defend citizens' political right to meaningfully participate in the Hidden Falls Expansion decision. As stakeholders, we fully expect that citizens' interests will be reflected in outcomes following public hearing.

To approve the staff recommendation before Hidden Falls Expansion public hearings, and before the Board determines that the FSEIR may be certified; would be a breach of public *trust* and demoralizing to citizens who seek to exercise their civil rights.

Thank you for denying the staff recommendation on the grounds that in the absence of public hearings, the Board has not made a decision on the Hidden Falls Expansion nor has it certified the FSEIR.

Thank you for your interest and attention.

Sincerely,

Leslie Warren
Auburn CA

Sue Colbert

From: Leslie Warren <lesliewarren52@gmail.com>
Sent: Wednesday, September 23, 2020 9:29 AM
To: Anders Hauge; Stan Nader; Sue Colbert; Cindy Gustafson
Subject: [EXTERNAL] Fwd: Hidden Falls Expansion Hearing 9/24

Dear Chair and Members of the Placer County Planning Commission

Good morning. On September 24, please consider and read this coment on the SFEIR for the proposed Hidden Falls Expansion Project into the public record,

The SFEIR for the Hidden Falls Expansion explicitly states that the Project will provide will no measurable economic benefit to the Placer County economy. The Project will, however, create significant and undetermined new costs for the County (fire protection, regulation/maintenance/repair of facilities, police, emergency medical services and rescue etc.). I feel that the SFEIR is incomplete because these new costs are not identified and therefore, significant project information is not available to decision makers and the public as this SFEIR is considered for certification. Are thee cumulative impacts of these new costs on budgets of affected agencies (in the short and long term) not important considerations? Will funds supporting existing services and parks be diverted to support new costs for a Hidden Falls Expansion?

If approved, an additional cost of the HIDDEN Falls Expansion, will be economic losses to a backbone industry of Placer County, agriculture. Affected ranchers are key stakeholders. Yet, they have not been interviewed nor afforded an opportunity to report to the EIR consultant on how their agricultural practices will be affected if recreation is introduced. This is simply wrong. The SFEIR's conclusion that introduction of recreation will have no effect on ag practices has no basis in fact.

I have expressed previously, my concern that the County allocate funds to compensate ranchers for future agricultural losses. Losses include but are not limited to loss of grazing rights, diminution of herd reproduction, herd failure to gain weight, livestock injury due to interface with people and calving losses etc. due to the introduction of recreational uses into an agricultural region. The degree of impact on herd viability will not, of course, be immediately measurable, but ranchers deserve compensation for anticipated future losses and diminution of value of the herd and their operations as a whole.

My professional background is in urban renewal. When a property or business owner suffers losses due to public policy initiatives (such as redevelopment), these losses are quantified in the short and long term (including future values) and the owner is financially compensated. In the absence of compensation, the public agency is vulnerable to an inverse condemnation claim. In essence - the public agency is "taking" a private property value and interest without just compensation.

In the Hidden Falls Expansion case, the County should be prepared to acquire in total or make whole, those agricultural operations that experience losses or are driven to bankruptcy, due to the direct and indirect effects of high impact recreation use proximate to their operations.

It has come to my attention that agricultural leases for grazing that certain affected farmers have held for over four decades, are being terminated. Is the reason that these leases are being terminated that they resist the Hidden Falls Expansion because of the threat to their operations? If so, it is a tragedy that our long term farm families, and the agricultural economy upon which Placer County once depended, are being so ignobly treated. I believe this is punitave

action and violates our General Plan Policy re: Agricultural Protections and is an infringement of ranchers' first amendment rights to free speech.

Thank you for considering my questions and concerns. I request that County Counsel specifically address the first amendment rights and lease cancellations, General Plan inconsistency and the County's inverse condemnation exposure in public session so that it will be part of the public record.

Sincerely, Leslie Warren
Auburn Ca

Sue Colbert

From: noreply@civicplus.com
Sent: Wednesday, September 23, 2020 11:38 AM
To: Kara Conklin; Sue Colbert
Subject: [EXTERNAL] Online Form Submittal: Public Comment Submission - Planning Commission

Public Comment Submission - Planning Commission

During the Covid-19 Pandemic, Placer County is committed to public participation in County Government in a manner that is consistent with guidance provided by our Public Health Official. We have provided this form that can be used to submit comments to the Planning Commission.

First and Last Name	Craig Wilson
Email Address (Optional)	cswfj14@gmail.com
Agenda Item (Optional)	Hidden Falls Trail Expansion
Comments	As a resident of Newcastle I feel we need more trails in Placer County, therefore I support approval of the Final Environmental Impact Report of the Full Project for Hidden Falls as well as the county's plan to build the Reduced Project Plan for Hidden Falls.
Attach a document	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

From: Aaron Keough <aaronkeough@gmail.com>
Sent: Thursday, May 14, 2020 9:38 AM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Support for Hidden Falls Trail Expansion Project

To the Placer County Board of Supervisors:

I am writing to express my support of expanding the Hidden Falls Trail System. As an active bike enthusiast, having more areas to ride is very important to allow residents to exercise and enjoy what this wonderful area has to offer in a safe environment.

The global pandemic of COVID-19 has completely altered our ways of life. While the pandemic will not continue forever, the dramatic increase in those that have purchased bikes and are currently using the trail systems will not decrease as people are falling in love with nature, the outdoors, and biking! That is great for the sport but challenging from a safety standpoint with overcrowding on the trails.

Those that use these trail systems both in Placer County and elsewhere in the greater Sacramento area are hard working, tax paying, voting members of the community. They are almost exclusively purchasing their bicycles from local bike shops which helps support small business owners and those they employ. In addition, many service needs of these bikes happens at the same shops where the bikes were purchased in the first place.

I strongly encourage you to approve this expansion and work to find other areas that can be developed and expanded to give the bike riding community more opportunities to safely explore, commute, and exercise.

Respectfully,

Aaron R. Keough

--

Aaron Keough
(559) 326-3084
aaronkeough@gmail.com

-----Original Message-----

From: Andrew Scott <awscott10@icloud.com>

Sent: Thursday, May 14, 2020 9:53 AM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>

Subject: [EXTERNAL] Hidden Falls expansion

Good afternoon,

I would like to express my viewpoint on the Hidden Falls Expansion. While I am NOT opposed to the expansion of the park, I feel that the Garden Bar Road parking lot option is only safe if certain conditions are met.

I have lived on the north end of Garden Bar Road for 25 years. I am very familiar with this portion of the roadway. It is very narrow with many blind curves. Increasing the traffic on this road, as would happen with the GBR parking lot, without upgrades, would make this road extremely dangerous. If equestrian parking was permitted, it would make it even more so.

This road must be widened to eliminate the narrowness. Cars can barely squeeze by each other on some sections, as it is currently, and it would be unacceptably dangerous if an increase of traffic is allowed by opening public parking to the park on GBR without proper mitigation.

Currently, trucks are not allowed on GBR during school bus hours because of the safety issues present. This very unique prohibition is testament to the issues expressed above.

Reducing the speed limit or placing warning signs on the road is insufficient and would be ineffective. A lower speed limit would be completely unenforceable by the CHP. Radar cannot or be used, as the required speed survey results would never support lowering the speed limit, and "pacing" violators would be impossible on this section of roadway. Any belief that lowering the speed limit would mitigate traffic safety issues is simply a plan that would work on paper only and have no affect on traffic safety.

Lastly, this is the ONLY egress for most people who live off this roadway north of the proposed parking lot. If a fire occurred anywhere on GBR north of Mt. Pleasant, the ability of residents to flee to safety would be severely and negatively affected by the increased vehicle traffic on this roadway. If a horse trailer traveling north to the park came upon a horse trailer traveling south, the road would be effectively and completely blocked if they met in numerous narrow sections of the road between Mt. Pleasant Road and the proposed parking lot. This roadway is borderline at best for emergency egress, and it would be woefully and dangerously insufficient with increased traffic.

Building a public parking lot for Hidden Falls Park on Garden Bar Road without widening a considerable section of the roadway north of Mt. Pleasant would be extremely unsafe, and could not be mitigated by anything short of widening that section of road. I ask that no plan to build this parking lot is approved without addressing the dangers it would cause without proper mitigation.

Thank you for your time and consideration.

Andrew & Diane Scott
Big Hill Road

Lincoln, Ca 95648

From: Andy Fisher <AFisher@placer.ca.gov>

Sent: Thursday, September 3, 2020 8:36 PM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>; Shanti Landon <SLandon@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Landon Wolf <LandonWolf@placer.ca.gov>; Beverly Roberts <BRoberts@placer.ca.gov>; Ashley Brown <ANBrown@placer.ca.gov>

Cc: Todd Leopold <TLeopold@placer.ca.gov>; Dave Defanti <DDefanti@placer.ca.gov>; Greg Bills <gbills@placer.ca.gov>; Ken Grehm <KGrehm@placer.ca.gov>; Mark Rideout <MRideout@placer.ca.gov>; Lisa Carnahan <LCarnaha@placer.ca.gov>; Vanessa Lieberman <VLieberman@placer.ca.gov>; Clayton Cook <CCook@placer.ca.gov>

Subject: Hidden Falls Regional Park Trails Expansion Project - Final SEIR

We anticipate the release of the Final Subsequent EIR for the Hidden Falls Regional Park Trails Expansion Project on Friday September 4. Here is a rundown of the notification process:

- The Notice of Availability (NOA) for the Final SEIR will be published in the Sacramento Bee on September 4 and the Auburn Journal on September 9.
- We will work with the PIO on a press release.
- A copy of the NOA will be mailed to over 6,000 property owners in the vicinity of Hidden Falls and the expansion area.
- Emails will be sent to anyone who has provided their email address requesting to be notified and standard distribution lists.
- Flash drives of the document will be sent to commenters who provided an address.
- CDRA will be uploading the document to the State Clearinghouse for posting.
- Hard copies of the document will be available at the Clerk/Recorder's Office. We are looking at additional posting places for hard copies in lieu of the libraries that are still closed.
- We will also provide 2 hard copies to the Protect Rural Placer Group as we did for the draft document.

We are planning to present the project to the Parks Commission on September 17 and the Planning Commission on September 24 for their recommendations. Both meetings will be in the evening and will be held in the Planning Commission Hearing Room.

Please let me know if you have any questions about the Project and remaining public process. We will update if anything changes.

Andy Fisher, Parks Administrator

Placer County | Department of Public Works | Parks and Grounds Division

Address 3091 County Center Drive, Suite 220, Auburn, CA 95603

(530) 889-6819 office | (530) 613-5568 cell | (530) 889-6809 fax | placer.ca.gov

From: anton stinauer <snowmanace@fastkat.com>

Sent: Wednesday, May 20, 2020 1:40 PM

To: Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; Sue Colbert <SColbert@placer.ca.gov>

Subject: [EXTERNAL] Hidden Falls Regional Park Trails Expansion DSEIR Review Comments

Good Day, Community Development Resource Agency, Placer County Board of Supervisors, and Planning Commission,

I am a longtime resident of; Rural Lincoln, the Pleasant Hill Road Firewise Community and residing less than 2 miles south of Hidden Fall Park.

Please find attached my concerns regarding the Hidden Falls Regional Park Trails Expansion DSEIR .

Stay Safe,

Anton Stinauer

4131 Pleasant Hill Road, Lincoln CA

Date: May 20, 2020

To: Community Development Resource Agency, Placer County Board of Supervisors, Planning Commission, and Parks Division

From: *Anton Stinauer, 4131 Pleasant Hill Road, Lincoln, CA 95648*

Subject: Hidden Falls Regional Park Trails Expansion DSEIR Review Comments

As a longtime resident of; Rural Lincoln, the Pleasant Hill Road Firewise Community and residing less than 2 miles south of Hidden Fall Park, I am writing you today to refute the above Subject document.

This DSEIR, as with the previous HFRP EIR, makes weak assumptions and does not take into consideration the full impact that this project will have upon the residents, roads, environment, habitat, agriculture, and fire danger of the nearby communities.

SPECIFIC ISSUES THAT THAT IMPACT MY NEIGHBORHOOD AND ME ARE:

A - Wildfire:

SDEIR Paragraph 16.2.3 WILDFIRE CLASSIFICATION AND BEHAVIOR

- The SDEIR contains no discussion regarding a fire danger rating system and how a fire danger rating will affect dispatch of equipment for initial attack.
- The SDEIR fails to identify and disclose that the HFRP Expansion area has been classified by CAL FIRE as a WILDLAND URBAN INTERFACE, an area with the greatest potential for loss of lives and structures.
- The SDEIR contains no discussion regarding what constitutes red flag conditions.
- The SDEIR contains no discussion regarding Park administrative action, such as closing the Park to visitors, during red flag conditions.
- The SDEIR contains very limited discussion regarding potential rate of spread as influenced by topography, fuels and weather. Rate of spread is concerning as it related to evacuation and the welfare or safety of the community.

SDEIR Paragraph 16.2.4 FIRE HAZARD SEVERITY ZONES

- The SDEIR contains no discussion or correlation between fire hazard severity levels in the expansion area as those severity levels relate to the manner of interpretation witnessed by PG&E actions and actions of insurance companies.
- PG&E and fire insurance companies regard the area as laden with great risk. PG&E addresses this with planned power outages during red flag conditions. Insurance companies address this with more and more homeowner policy cancellations.

SDEIR Paragraph 16.4.2 EMERGENCY RESPONSE/EMERGENCY EVACUATION

- An estimated 6,000 residences in proximity to HFRP and the Trails Expansion area could be affected by fire under red flag conditions. During the 49 Fire (August 2009) Bell Road was impassable.
- No evidence or data is provided in the SDEIR giving any information about the number of driveways and side roads along Bell, Cramer, Lone Star and Garden Bar and the potential total number of vehicles that could be merging to evacuate all at one time.
- Effective evacuation and emergency vehicle response via Cramer, Bell, Lone Star Roads and Garden Bar would be a significant problem as area residents and Park visitor vehicles and horse trailer rigs attempt to exit the parking lots. Evacuation from area wineries and the Auburn Valley golf course would further add to the confusion/grid lock!

SDEIR Paragraph 16.6 MITIGATION MEASURES

The SDEIR states, "The potential exists for the project to expose people to an uncontrolled wildfire and to exacerbate risk of wildfire during construction, maintenance, and public use of trail system."

The SDEIR fails to provide evidence that the mitigation measures will diminish that increased risk.

- The purchase of a Lightweight Rescue Vehicle (LRV) is noted; cost information for the vehicle and staff is missing and no evidence exists that the LRV can or will reduce incidence of wildfires. What is the actual projected cost of the LRV and annual cost of the staffing that would operate it?
- Missing from the SDEIR is how visitors will be policed for illegal camping, campfires, BBQs, smoking, running dogs off leash, harassing livestock, and myriad similar problems when California Land Management "Rangers" will be the relied upon enforcement group.
- Are multiple "Ranger" on site every day?
- What will be the annual cost of the additional "Rangers"?
- Fuel mitigation, as stated, does not reduce the chance for ignition of fires.
- The SDEIR unjustly appears to speculate that future incidence of wildland fire will correlate with the past 55 years of fire history in the area. There is no correlation because the trail expansion area was privately held land free of visitor impact during most of those years.

B - Transportation and Circulation

- Ref. SDEIR Executive Summary, page 2-21, Table 2-1. "Summary of Project Impacts and Mitigation Measures" states as follows:
 - **"Impacts** - The proposed project is inconsistent with the MTP/SCS land use plan. *The proposed project would result in a significant impact"*
 - **"Mitigation Measurements** -No feasible mitigation measures are available to reduce VMT of the proposed project."

The increase in VTM will significantly impact the Safety and Risk to thousands of residents and Visitors for miles surrounding this project.

Based upon the information in the DSEIR, the assumptions contained therein, and the negative impacts to the many communities who were not included in any of the 15-year planning.....

"I REQUEST THAT YOU REJECT THIS PROJECT"

Please include my letter as part of the public comment permanent record.

Thank you,
Anton Stinauer
4131 Pleasant Hill Road, Lincoln CA 95648

From: anton stinauer <snowmanace@fastkat.com>

Sent: Monday, July 27, 2020 1:37 PM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>; Megan Wood <MWood@placer.ca.gov>; Robert Weygandt <RWeygandt@placer.ca.gov>

Subject: [EXTERNAL] Comment For Board of Supervisors Meeting 28 July 2020, Re. Hidden Falls SEIR Additional Funding

Good Day Placer County Supervisors,

It is time to stop the bleeding of our County Tax dollars to expand Hidden Falls Regional Park. The request for \$73,300 for additional SEIR Consultant work will bring the SEIR cost to over \$500,000!! The total Tax Payer monies wasted on Park Expansion to date could have been put to good use to solve a host of pressing needs within the county that would benefit the majority of our population. As you know, the Tax Payer monies spent to date, on the Trail Expansion of the Hidden Falls Regional Park, will benefit *very few* of Placer County's population.

I believe that it is critical and imperative that the Supervisors make the fiscally prudent and responsible decision, that benefits the vast majority of Placer County Residents/Tax Payers, and **not** spend any more Tax Payer monies for the Hidden Falls Regional Park Expansion Project **and** place this **Project on hold**.

Yes, during these unsettled times in our County, State and Country our Supervisors and County staff need to look at every department's budget and expenditures, ensuring that Tax Payer dollars are efficiently spent on the current pressing health, safety, economic and educational needs of Placer County residents.

Thank you for your support,

Stay Safe and Healthy,

Anton Stinauer - Pleasant Hill Rd. Firewise Community Coordinator and Greater Lincoln Fire Safe Council Member

4131 Pleasant Hill Road, Lincoln, CA.

From: Louise Fry <blfry@live.com>

Sent: Saturday, September 5, 2020 4:06 PM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>; Jim Holmes <JHolmes@placer.ca.gov>

Subject: [EXTERNAL] Hidden Falls

Hi Jim and Cindy, We saw you about 10 days ago in Bel Air and ask you what was happening on Hidden Falls and you said you hadn't heard any thing. Then on Friday when they closed Hidden Falls due to extream fire danger they showed the New Entrance to Twilight Ride on television, I believe it was Channel 3. Then we get and email from the county. What a big disappointment that ALL our efforts were invane, and our beautiful rural area is going to be destroyed. I am so tired of being told by the government what we can and can not do. I thought the two of you were on our side, but I guess not. To bad you don't live out here so you would understand more. I know your close Jim but not close enough. We will see what happens next time you or any of you run for supervisor.

Bob and Louise Fry

From: Bonnie McAdams <bmcadams11@gmail.com>
Sent: Friday, September 4, 2020 3:52 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls Expansion Project

Board Members,

I am truly surprised and disappointed in your decision to move forward with the Hidden Falls Expansion Project, completely disregarding the safety of the residents in this area and at a time when many folks are already having difficulties because of the business lockdown and loss of jobs.

There have been many meetings where you have heard presentations from residents stating their case, listing the challenges this decision brings and, in some cases, expressing fear.

I would be remiss in not mentioning the extreme wildfire risk which PG&E seems to be taking seriously, but you have completely ignored. To deny this risk when so many folks in this area have actually lost their fire insurance, is criminal.

It would seem that we just have to endure another decision that places the Placer County residents behind whatever motive you have for moving forward.

Bonnie McAdams

From: Windsor, Candy <cwindsor@DowneyBrand.com>
Sent: Wednesday, May 20, 2020 4:02 PM
To: Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>
Cc: Sue Colbert <SColbert@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; Supervisor Gore <SupervisorGore@placer.ca.gov>; Robert Weygandt <RWeygand@placer.ca.gov>; Jim Holmes <JHolmes@placer.ca.gov>; Kirk Uhler <KUHLer@placer.ca.gov>; Cindy Gustafson <cindygustafson@placer.ca.gov>; 'mfrancois@rutan.com' <mfrancois@rutan.com>; Oehlschlager, Kathryn <koehlschlager@downeybrand.com>; Quinn, Meghan <mquinn@downeybrand.com>
Subject: [EXTERNAL] Comments on DEIR - Hidden Falls Regional Park Trails Expansion Project

Ms. Herrington,

Please find attached correspondence from Kathryn Oehlschlager in connection with the above-referenced subject. If you have any questions, please do not hesitate to contact Ms. Oehlschlager.

Candy Windsor
Legal Secretary to Kathryn Oehlschlager and Natalie Kirkish

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May 20, 2020

VIA ELECTRONIC MAIL ONLY

Shirlee Herrington
Environmental Coordination Services
Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603
E-Mail: cdraecs@placer.ca.gov

Re: Comments - Hidden Falls Regional Park Trails Expansion Project

Dear Ms. Herrington:

We appreciate the opportunity to comment on the Draft Subsequent Environmental Impact Report (DEIR) for the Proposed Placer County Hidden Falls Regional Park Trails Network Expansion Project (the “Proposed Project”). These comments are being provided on behalf of my client, Harvego Real Estate LLC (HRE). This letter follows up on, and incorporates by reference, my February 27, 2017, July 5, 2018, and February 21, 2019 letters regarding Placer County’s (County) January 30, 2017, and June 4, 2018 Notices of Preparation of an Environmental Impact Report (NOP) and public scoping meeting.

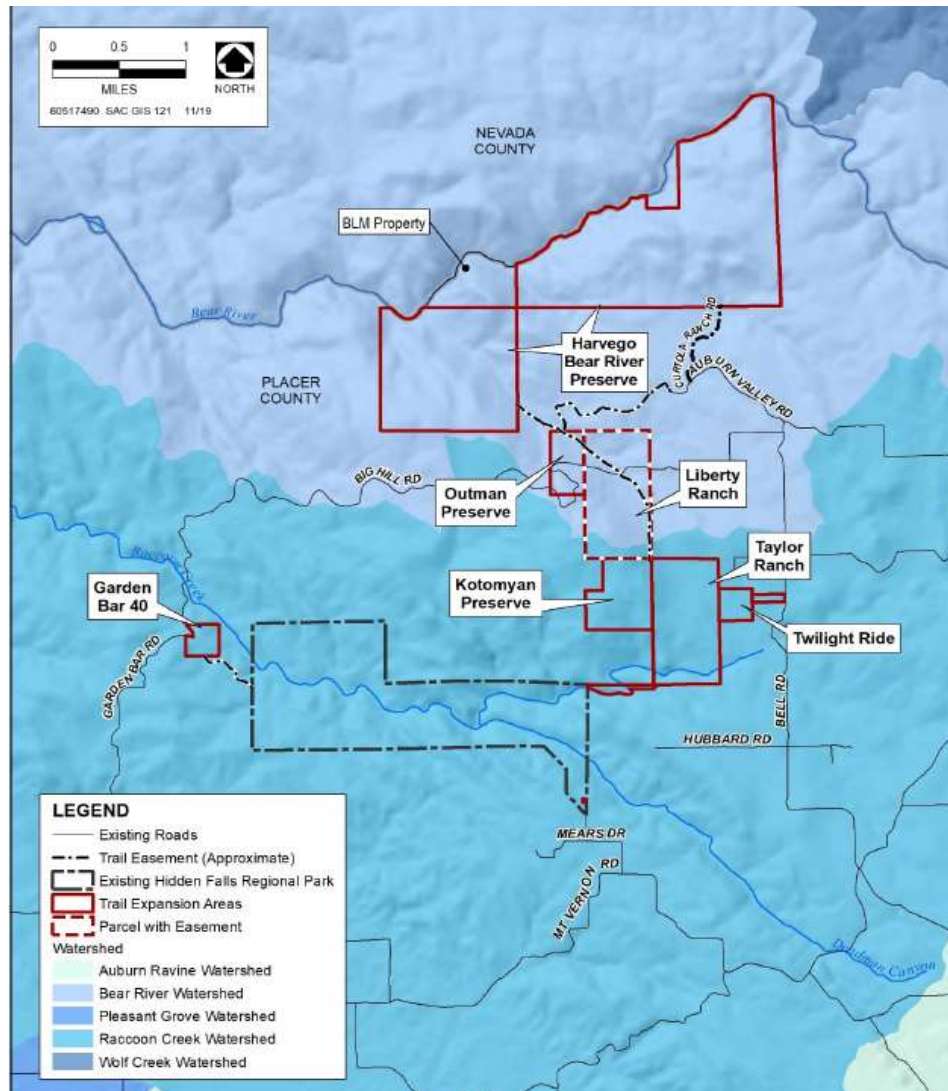
As a prefatory matter, the County continues to ignore the legal and physical challenges associated with the proposed routes of access to the Proposed Project. According to the DEIR, the public would access certain newly developed park areas via two privately owned roads: Auburn Valley Road and Curtola Ranch Road. The County holds certain limited easement rights to use the portion of Curtola Ranch Road that is owned and operated by HRE to access the Proposed Project site; however, the existing easement expressly states that, until the County undertakes significant physical road improvements, the County’s use of the road is limited to “non-public uses.” Accordingly, the County does not have the right to undertake Phase 1 of the Proposed Project, which does not propose any road improvements, but states that the County will conduct docent-led tours as often as once per day. Pursuant to an agreement with HRE, the Placer Land Trust may currently conduct docent-led tours no more than once a month; the County has no right to conduct these tours at all. The DEIR ignores this fact, stating only that “changes to existing easement terms would need to be made prior to allowance of the proposed Phase 2 uses.” (DEIR, 3-36.) The County also proposes an entry gate and ranger kiosk but omits any detail regarding how it would obtain the rights to place these elements on private property.

Furthermore, in order to use Curtola Ranch Road (and the privately owned Auburn Valley Road) in the manner contemplated in the DEIR, major improvements would be required; even if the County could obtain the legal right to use the road as described in the DEIR, many of the required improvements would be cost-prohibitive, if not physically impossible. The County has not engaged with HRE to discuss its apparent plans to convert the portion of Curtola Ranch Road that runs across HRE's property—a narrow, private road with limited capacity traversing extremely difficult terrain—into a public thoroughway that could accommodate hundreds of daily trips. The County should not continue analyzing a project that it has neither the legal right nor the physical ability to build.

In addition, the DEIR fails to comply with the California Environmental Quality Act (CEQA), Pub. Res. Code § 21000 *et seq.*, and its implementing regulations, California Code of Regulations, Title 14, § 15000 *et seq.* (CEQA Guidelines). The Proposed Project is an entirely new project—not a revision or addition to the previous Hidden Falls Regional Park Project—yet the County improperly attempts to circumvent environmental review by preparing a Subsequent EIR instead of a wholly new EIR. In addition, the DEIR violates CEQA in that: (1) the project description is incomplete; (2) impacts are measured against an improper baseline; (3) it fails to fully analyze and mitigate for environmental impacts; (4) it lacks an adequate discussion of alternatives. Accordingly, the County should revise and recirculate the DEIR.

I. Use of a Subsequent EIR is Inappropriate.

Because the Proposed Project is a new project, rather than a change to the Hidden Falls Regional Park Project, a stand-alone EIR is required. Reliance on prior environmental review is appropriate where the new proposal represents a change or addition to the previous project, and “the original environmental document retains some informational value despite the proposed changes.” (*Friends of the College of San Mateo Gardens v. San Mateo County Community College District* (2016) 1 Cal.5th 937, 951-952.) Here, the Proposed Project is in an entirely different location, encompassing 1,000 acres that are geographically remote (as to some portions of the Proposed Project, six miles away) from the existing Hidden Falls Regional Park. Indeed, much of the Proposed Project is located within an entirely new watershed, as demonstrated in the below figure. (DEIR, 11-3.)



As explained below, by preparing a Subsequent EIR, the County is attempting to skirt CEQA's substantive requirements, using an improper baseline and relying on outdated environmental surveys. It is inappropriate for the County to rely on any portion of the Hidden Falls Regional Park Project EIR, and the County must prepare a new EIR to evaluate the Proposed Project.

II. The DEIR Does Not Adequately Describe the Proposed Project.

The DEIR does not adequately describe the Proposed Project, ignoring significant amounts of development and construction that will be required for public access, and associated impacts.

CEQA defines a "project" as the "whole of an action" that may result in direct, indirect, or reasonably foreseeable environmental changes. (CEQA Guidelines § 15378.) CEQA, therefore, prohibits an environmental document from narrowly defining a project to avoid consideration of all the project's impacts. (See *e.g. San Joaquin Raptor/Wildlife Rescue Ctr. v. County of Stanislaus* (1994) 27 CA4th 713.) However, here, the DEIR does exactly that. According to the DEIR,

The proposed project would develop phased recreation and access facilities on the 979-acre former Spears Ranch property and would expand the existing parking area on the Didion Ranch portion of the Park to provide opportunities for passive recreation (i.e., hiking, biking, horseback riding) on the entire 1,200-acre Hidden Falls Regional Park. In addition, the project would improve access to the western portion of the property, including an on-site staging/parking area with access from Garden Bar Road.

(DEIR, 3-5.) But the project description and analysis fail to account for access to other proposed entry points to the expanded areas of the park, which are described elsewhere in the DEIR. For instance, the DEIR's Executive Summary indicates that the Proposed Project would

Provide three new points of access to the [proposed] expanded trail network system, with parking areas supported by trailhead amenities . . . New points of parking and access are proposed at Harvego Bear River Preserve off Curtola Ranch Road for access to the northern areas of the trail network, on the Twilight Ride property off of Bell Road to provide access midway through the expansion areas, as well as the parking area on the Garden Bar 40 parcel for access to the western end.

(DEIR, 2-1.) Despite the DEIR's references to development of additional entry points, there is no meaningful discussion of the impacts of improvements necessary to allow this kind of access.

The relevant portion of Curtola Road, which runs across a large swath of HRE property, is a private, unimproved, narrow gravel road featuring steeply sloping sides that traverses a narrow earthen dam prior to entry to the Harvego Bear River Preserve. A significant part of the road follows alongside an open water canal, which conveys valuable Nevada Irrigation District (NID) water and excess flood flows. Easements for access to Harvego Bear River Preserve over Curtola Ranch Road require that the County improve that road prior to public use, and even if it were not legally required, the road is not currently safe or adequate for the trips contemplated by the Proposed Project. It is unclear whether the portion of the road that traverses an earthen dam could even be made safe for the traffic proposed by this Project. Accordingly, significant improvements will need to be made, and—given that that the road is flanked by an irrigation canal on one side and a steep slope on the other, and crosses a dam—those improvements will involve a massive amount of engineering and construction, if they are even possible.

Yet, the project description fails to provide any meaningful discussion of the necessary updates to Curtola Ranch Road. The DEIR provides only that “the PLT and County may allow general public use of the access easement on Curtola Ranch Road only after an all-weather roadway surface of not less than 20 feet in width is constructed.” (DEIR, 3-35.) The DEIR discusses minor improvements to Curtola Ranch road as part of Project Phase 2, but these improvements do not meet the standards set forth in the County's easement agreement with HRE. The DEIR lacks detail regarding the major construction necessary to conduct those improvements, and this omission pervades the entire DEIR, undermining the analysis of greenhouse gas (GHG) emissions, traffic impacts, impacts to water quality, and impacts to biological resources, among others. The DEIR must be revised to include an adequate project description.

III. The DEIR Uses an Improper Baseline.

The DEIR uses an improper baseline for purposes of evaluating Proposed Project impacts. CEQA generally requires that baseline environmental conditions be described in the EIR as they exist when the NOP is published. (CEQA Guidelines § 15125(a).) Contrary to this standard practice, the DEIR states, at section 1.4:

According to Section 15125 of the State CEQA Guidelines, baseline conditions are normally defined as the physical environmental conditions in the vicinity of the project as they exist at the time that the NOP is published. A lead agency may also use permit limits as baseline only where an action modifies a prior project that had CEQA review and the facts support it (i.e., reaching the limit is not hypothetical). **In the case of this SEIR, baseline condition assumes the HFRP is fully developed and operational.** Therefore, the environmental setting described in the SEIR is directed toward conditions within the HFRP Trail Expansion Project Area. This approach to the environmental setting is consistent with CEQA Guidelines Section 15125 which states the lead agency should use the baseline that provides the most accurate picture practically possible of the project's impacts, including conditions expected when the project becomes operational.

(DEIR, section 1.4 [emphasis added].) The DEIR's approach to baseline is directly contrary to law. The California Supreme court specifically proscribed use of a "permit limits" projected baseline in *Communities for a Better Environment v. South Coast Air Quality Management District* (2010) 48 Cal.4th 310, 320-21. In a later decision, the California Supreme Court clarified the very narrow circumstances in which use of a projected baseline may be permitted, and none of those circumstances exist here. (*See Neighbors for Smart Rail v. Exposition Metro Line Constr. Auth.* (2013) 57 Cal.4th 439, 451-53.)

The DEIR also improperly evaluates the Proposed Project's impacts based in part on the environmental setting described in the 2009 EIR prepared for the Hidden Falls Regional Park Project, but there is no indication that the baseline for that document—prepared more than a decade ago—is reflective of current conditions at the site. The County initially published the NOP for the Proposed Project on January 30, 2017, and later revised and reissued that document on June 4, 2018. Thus, the environmental setting described in the EIR should reflect conditions as they were in 2017, at the earliest. Accordingly, the DEIR must be revised and recirculated, with all impacts measured against an appropriate baseline.

IV. The DEIR Fails to Adequately Analyze and Mitigate for Project Impacts.

A. The DEIR is Inadequate with Regard to Biological Impacts.

The DEIR improperly analyzes biological impacts based on surveys that are outdated and, in some instances, reflect conditions in a geographically remote area. For instance, the DEIR relies on surveys conducted in 2005 to assess impacts to special status fish species, such as Central Valley steelhead and Chinook salmon. (DEIR, 12-27.) Based on those surveys, the DEIR concludes that these two special status species are only "likely to occur" or "could occur,"

respectively. The DEIR also relies on 2005 surveys to determine impacts with regard to western pond turtle, a species known to occur in the Proposed Project area. (DEIR, 12-27.) The DEIR must use updated information to describe the current environmental conditions within the Proposed Project area, so that the public and decisionmakers can understand the true impacts of the Project on those resources.¹

B. The DEIR Fails to Analyze the Proposed Project's Impacts to Water Quality.

The DEIR fails to appropriately analyze water quality, including the following potentially significant environmental impacts that may result from the Proposed Project:

- Development and significant expansion of access roads and parking areas may result in impacts to water quality. As discussed above in Section II, the DEIR fails to describe necessary improvements to access roads, such as Curtola Ranch Road. Because Curtola Ranch Road is adjacent to a canal that conveys valuable NID water to the Bear River, any construction along or on that road has the potential to degrade water quality.
- Development and expansion of access roads may result in flooding, yet the DEIR fails to analyze these impacts related to flooding in a meaningful way. Storm flows are collected and transported via a canal, and beneath an earthen dam. Flow direction varies based on time of year and the volume of water in the canal; in high precipitation years, the canal's reverse flows have caused the storm flows to overtop the banks of the canal, flooding local areas. The DEIR must address this issue.
- Equestrian access to trails within the Proposed Project impact area may result in impacts to water quality due to increased bacteria loading. By permitting equestrian activities near the Bear River and Raccoon Creek, the Proposed Project could degrade water, some of which may be designated as drinking water.
- Trail use by all users within the Proposed Project impact area may result in impacts to water quality in the Bear River, given that a portion of the expansion area and proposed trail are adjacent thereto. Even though much of the Proposed Project is in the Bear River watershed, the DEIR only identifies potential impacts to Raccoon Creek. (See Impact 11-2, DEIR, 11-14.) The DEIR must disclose, analyze and mitigate the potentially significant impacts to the Bear River, and its watershed.

The DEIR must be revised to discuss the above list of potential impacts to surface water quality and then be recirculated.

¹ The baseline for other species is also set through data gathered significantly earlier than the date on which the NOP for the Proposed Project was released, such as ringtail (2010-2013), yellow-breasted chat (2007-2008), and yellow warbler (2010-2013).

C. The DEIR Fails to Adequately Analyze GHG Emissions and Impacts to Air Quality.

The DEIR fails to adequately analyze impacts associated with GHG Emissions. As mentioned above, the fact that the project description omits critical details about necessary improvements to the access roads, including Curtola Ranch Road, fundamentally undermines this analysis; the equipment required to undertake those improvements will emit substantial GHGs, which must be incorporated in the DEIR's calculations.

In addition, the DEIR improperly relies upon a threshold of significance that is not appropriate for this type of development project. The DEIR simply states that, because the Placer County Air Pollution Control District does not have a specific threshold of significance for "parks," the County is entitled to rely upon the extremely high bright-line threshold of 10,000 MTCO₂e annually. (DEIR, 15-15.) However, the DEIR offers no justification for this threshold and no explanation of how it purports to achieve the ambitious GHG reduction goals promulgated by the State of California for 2020, 2035, and 2050. The GHG analysis is woefully inadequate.

Similarly, the analysis of air quality emissions must be revised. The omission of key construction activities from the DEIR translates into artificially low estimates of air quality emissions, including criteria pollutants. These calculations must be revised to take into account construction emissions, and this addition will inevitably result in potentially significant impacts. Accordingly, pursuant to the California Supreme Court's Decision in *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 518-521, an evaluation of health effects associated with those emissions is required.

D. The DEIR Fails to Adequately Analyze Wildfire Risk and Emergency Access.

The DEIR does not adequately analyze and mitigate the risk of catastrophic wildfire that will be created by bringing hundreds of users into this pristine, densely vegetated, open space area. The additional park visitors are likely to substantially increase the risk of wildfires in the Proposed Project's area of impacts, especially given that: (1) most wildfires have anthropogenic causes; (2) much of the expansion area has steeply sloping topography along trails, waterways, and access roads; and (3) CAL-Fire has assigned much of the expansion area a high fire risk designation, with certain adjacent areas designated as severe fire risk. (See DEIR, 16-5, 16-6.) The DEIR's only mitigation for these foreseeable and significant impacts during park operation are: (1) installation of 12,000-gallon water tanks onsite; and (2) one additional emergency vehicle. These mitigation measures are woefully inadequate when compared with the extent of fire risk, especially given the speed with which the water tanks would be depleted in the event of a wildfire.

The DEIR also fails to provide sufficient emergency access to the expansion area, and to appropriately update evacuation plans that would apply in the event of a wildfire. The Proposed Project would add hundreds of parking spaces, meaning that potentially hundreds of recreational park users would need to be evacuated in the event of a fire, and adding the need for emergency vehicles to enter in the event of injuries or other emergencies. According to the DEIR, "proposed emergency access/maintenance roads would provide better emergency access to all portions of the project area than occurs now, including those across Raccoon Creek." (DEIR,

16-10.) This is an irrelevant metric; under current conditions, there are few, if any, park users; thus it is not enough to state that emergency access would be better than it is now. The DEIR must be revised to include an emergency access and evacuation plan to ensure the safety of visitors. By omitting any evacuation planning from the DEIR, the County fails to prioritize the safety of visitors and residents in the areas surrounding the park.

E. The DEIR Fails to Adequately Analyze and Mitigate Impacts Associated with Hazardous Substances.

The DEIR fails to disclose and mitigate all reasonably foreseeable impacts associated with the potential presence of hazardous substances. Phase I Environmental Site Assessments (ESA) were developed for two of the properties incorporated into the expansion area: (1) the Harvego Preserve property; and (2) the Taylor Ranch property. (DEIR, 14-3.) “Field reconnaissance of the [Taylor Ranch] property identified a lode mine with vertical shaft covered at the surface with vegetation and other inert debris (wood, concrete, vegetation, and miscellaneous trash), a waste rock pile, and associated structures located at the eastern boundary of parcel 026-120-028-000, north of Raccoon Creek.” Therefore, a Phase II ESA was conducted for this property. (*Id.*)

Based on the results of these studies, it is reasonably foreseeable that soil above Environmental Screening Levels could be present at the Proposed Project site. The DEIR recognizes the potential for such soil to exist at the Taylor Ranch property, stating that “[i]f the load gold mine, inert debris, and waste rock would be in close proximity to a project facility, it would be removed during construction and would therefore not pose a hazard to the public.” (DEIR, 14-15.) Although such soils would need to be disposed at an appropriate off-site landfill, the DEIR does not analyze impacts of that disposal, including GHGs, air emissions, and traffic impacts.

Moreover, Mitigation Measure 14-2: Prepare and Implement a Safety Hazard Plan and Conduct Soil Sampling, fails to incorporate concrete standards to guide development of mitigation measures. It is improper for lead agencies to defer formulation of mitigation programs by simply requiring future studies to determine the feasibility of mitigation. (*Fairview Neighbors v. County of Ventura* (1998) 198 Cal.App.4th 238, 244.) Despite CEQA’s clear prohibition on deferred mitigation, the DEIR does exactly that. The DEIR must be updated to disclose, analyze, and mitigate all potentially significant impacts associated with development of park features within the expansion area.

F. The DEIR Fails to Adequately Analyze and Mitigate Impacts to Agriculture and Land Use.

The DEIR’s analysis of impacts to agriculture and land use are flawed for at least two reasons.

First, the DEIR inaccurately concludes that the Proposed Project will not have significant impacts to agriculture and land use. According to the CEQA Guidelines, a project may have a significant impact if it involves changes to the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use.

The DEIR acknowledges that, “[t]he Harvego Preserve is home to a working cattle ranch and the Taylor Ranch, Kotomyan Preserve, and Outman Preserve support cattle grazing.” (DEIR, 4-2.)

While “[t]he current owner of the Twilight Ride property allows grazing on a seasonal basis.” (*Id.*) However, the DEIR fails to account for the Proposed Project’s potential to result in the conversion of these parcels’ current use from farmland to outdoor recreation uses *alone* due to increased public access to these properties, and the impacts of such access.

Park staff have stated that 90% of visitors to Hidden Falls Regional Park generally remain within the first mile of trails. Thus, the majority of visitors entering at the Twilight Ride trailhead will remain on the Taylor Ranch Preserve, an existing cattle operation, which is only 310 acres. The preserve is likely to be over-run with and adversely impacted by a large number of visitors, including hikers, cyclists, equestrians, and their dogs. In addition, the concentration of visitors in the first several miles of trails is likely to significantly impact area cattle and agricultural operations, and could result in the discontinuation of ranching on impacted parcels.

Second, the DEIR fails to adequately address the Proposed Project’s inconsistency with Placer County General Plan goals and policies. A General Plan operates as a “constitution for all future developments;” land use decision-making must therefore be consistent with the General Plan and its policies. (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 570.) Consequently, if a project “will frustrate the General Plan’s goals and policies, it is inconsistent with the County’s General Plan unless it also includes definite affirmative commitments to mitigate the adverse effect(s).” (*Napa Citizens for honest Government v. Napa County Board of Supervisors* (2001) 91 Cal.App.4th 342, 378-81.)

The Proposed Project would frustrate several of the General Plan’s goals and policies, including:

- GOAL 7.A: *To provide for the long-term conservation and use of agriculturally-designated lands.*
- Policy 7.A.1: *The County shall protect agriculturally-designated areas from conversion to non-agricultural uses.*
- Policy 7.A.3: *The County shall encourage continued and, where possible, increased agricultural activities on lands suited to agriculture uses.*
- GOAL 7.B: *To minimize existing and future conflicts between agricultural and non-agricultural uses in agriculturally-designated areas.*

The Proposed Project will develop enhanced access to areas that are currently used for cattle grazing. Given that most of the park visitors will remain concentrated in small areas of the park currently used for cattle grazing, which are close to the park’s entrance, those visitors have the potential to stress cattle, compromising the viability of continued agricultural use. By adding two hundred ninety-five (295) additional parking spaces for park access, the Proposed Project will permit potentially thousands of visitors to simultaneously be present within the confines of the park. (DEIR, Table 3-1.) This is inconsistent with the General Plan policies aimed at preservation of agriculture and agriculturally-designated areas, as well as policies encouraging increased agricultural activities.

V. The DEIR Fails to Adequately Analyze Alternatives.

The DEIR's alternatives analysis is fundamentally flawed. A proper analysis of feasible alternatives is essential to comply with CEQA's mandate that significant environmental damage be avoided or substantially lessened where feasible. (Pub. Res. Code § 21002; CEQA Guidelines §§ 15002(a)(3), 15021(a)(2), 15126(d); *Citizens for Quality Growth v. City of Mount Shasta* (1988) 198 Cal.App.3d 433, 443-45.) The DEIR ignores this mandate.

According to the DEIR, "the environmentally superior alternative. . . is Alternative 2, Reduced Trailhead Amenities Alternative," which is essentially a reduced alternative of the Proposed Project that would allow some access and improvements but scale back the proposed parking and amenities. (DEIR, 17-5, 7-14.) Alternative 2 fully achieves most of the project objectives, while eliminating or reducing several of the significant and unavoidable impacts associated with the Proposed Project. Specifically, the reductions in build-out associated with Alternative 2 would:

- Alleviate the severity of significant project impacts to the visual character of Garden Bar Road;
- Disturb less land and result in the removal of fewer trees, thus reducing certain significant and unavoidable impact to visual resources;
- Substantially reduce vehicle trips on local roads, thus reducing the significant and unavoidable impacts associated with vehicle miles travelled;
- Generate fewer air emissions during both construction and operation; and
- Decrease activity at the three new proposed trailheads, resulting in less demand for public services and utilities. (DEIR, 17-14, 17-15).

The DEIR summarily dismisses this alternative because "it would not go as far toward meeting the project objectives as fewer visitors could be accommodated." (DEIR, 17-14.) This analysis does not comply with the mandates of CEQA; if the County were to approve any Project, CEQA requires it to select Alternative 2.

VI. The DEIR Must Be Recirculated

CEQA and the CEQA Guidelines require recirculation of a DEIR where: (1) significant new information is added to the EIR after public notice is given of the availability of the DEIR, but before certification, or (2) the DEIR is so "fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded." (CEQA Guidelines § 15088.5.) Here, the public and decision-makers cannot assess the Proposed Project's impacts based on the DEIR, which has numerous fundamental deficiencies.

HRE looks forward to working with the County to ensure that the newly proposed Hidden Falls Regional Park appropriately balances the County's desire to provide enhanced recreation opportunities with the health, safety, and economic well-being of the County's residents, while

preserving the area's historic agricultural way of life. Please do not hesitate to contact me if you have any questions or concerns.

With kind regards,

DOWNEY BRAND LLP

A handwritten signature in blue ink, appearing to read 'KLO', followed by a horizontal line.

Kathryn L. Oehlschlager

KLO:MQ

cc: Placer County Planning Commissioners (Clerk: scolbert@placer.ca.gov)
Placer County Board of Supervisors (bos@placer.ca.gov)
Supervisor Bonnie Gore (SupervisorGore@placer.ca.gov)
Supervisor Robert Weygandt (rweygand@placer.ca.gov)
Supervisor Jim Holmes (jholmes@placer.ca.gov)
Supervisor Kirk Uhler (kuhler@placer.ca.gov)
Supervisor Cindy Gustafson (cindygustafson@placer.ca.gov)
Matthew D. Francois (mfrancois@rutan.com)

From: Charles Johnson <cjohnson@pretzelpower.net>
Sent: Monday, July 27, 2020 5:38 PM
To: Cindy Gustafson <cindygustafson@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls Report

Hello Ms Gustafson, regarding the counties' DSEIR, my wife and I found so many incorrect statements in this report however we will only address a couple. The traffic report for Lonestar Rd is very erroneous. There is barely enough space for two cars coming from opposite directions to pass by each other. With the addition of horse trailers being driven on this road, you have accidents just waiting to happen. The striping the County had painted on the road doesn't make the road any wider nor does it make it any safer. We are baffled that a traffic analysis expert could state in writing that this road is safe. Also the fire danger in this area is extremely high. There is no way cars can exit in a timely manner should we have a fire or any other emergency. In the 2009 fire people were unable to drive to safety. The congestion of extra numbers of cars and trailers trying to exit the area will decrease our chances of getting out safely. This should definitely be a concern for the County Supervisors in light of the very tragic Paradise fire.

Thank you for your consideration of these very critical concerns that need to be addressed.

Respectfully, Charles Johnson

Charles J Johnson
Pretzel Power Inc
510.377.2999

Sent from my iPad

From: Dave Christensen <ccdc1220@gmail.com>
Sent: Saturday, September 5, 2020 9:12 AM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls Expansion

Hello Board of Supervisors,

I've written many letters to let you know why I think Hidden Falls Expansion is NOT in the best interests of PLACER COUNTY. Here's a review of some of my concerns and worries:

1. The facts show that the majority of people using the property are from out of our county. Why is this needed? There are already hundred of miles of trails.
2. The expansion brings hundreds more people into an area that is served by narrow, twisting country roads. Fires and winds are unpredictable, and the more people added to a dry woodland, the higher the likelihood of fire. EVACUATION WOULD BE A NIGHTMARE. Could you live with that???
3. The cost to build the infrastructure may be already put aside, but how about the cost to maintain, service, provide security and fire safety for the years to come? Are first responders adequately reimbursed now? Won't an increase of personnel be necessary?
4. As an educator I so wish that all the children in Placer County would have the tools they need to learn. Is internet available to all? Do all students have chrome books? **With this Covid crisis, these essentials are a glaring need. What can you do to ensure that our students don't fall behind? Children are the future and should take priority over horse trails.**
5. **Please consider the important needs of the majority of your citizens, not those of a special interest group. VOTE NO ON HIDDEN FALLS EXPANSION. Say yes to small docent-led groups.**

Thank you.

Claire Haydon Christensen (Auburn native, Proud Placer graduate, retired teacher)

MAY 18 2020

To: Community Development Resource Agency, Placer County Board of Supervisors, Planning Commission, Park Division, and Placer Land Trust County Executive Office

From: Claire Haydon Christensen, 9955 Spyglass Circle, Auburn CA 95602

Hello,

I am a member of a family that has lived in Auburn for six generations, and this is the first time I have felt that the public officials are trying to cram something through that causes me great concern and fear. Several years ago, a friend and a former mayor of Auburn mentioned to me that a certain individual with the Parks Department was planning a huge expansion in our area, and it was to be his legacy. The Mears Drive mess was rearing its ugly head at that time, and I hoped the news was wrong.

Unfortunately, millions of dollars have already been spent on this project, and now we are asked to comment only on the SDEIR, a report that may be all that meets the legal requirements, and could likely be approved in your process, but **lacks respect for the people who will be impacted and glosses over the most important truths.** Those who live here and drive our country roads know first hand what the plan ignores, but no one has asked us. Do any of the Planning Commissioners or staff live here?

The report states that impact to traffic is "less than significant."

Did you take into consideration that the access roads are narrow, twisting, with blind curves? What is your plan to make them safe when hundreds of cars and trucks and trailers are added?

Did you take into consideration that many driveways and roads have difficult entrances? What is your plan to make them safe when traffic is increased?

Did you take into consideration that Cramer Road has no center line, as it doesn't meet the minimum width? What is your plan to make it safe?

Did you take into consideration that Auburn Valley Road is a private road? Does the county recall when they had no interest in "taking over" this private roads as it didn't meet minimum safety standards? What is your plan?

Did you take into consideration that Curtola Ranch Road is a private driveway? What is your plan?

Did you take into consideration evacuation in the case of a wildfire? (The Paradise disaster is still in our minds). What is your plan?

The report states that there will be a "substantial impact" on Highway 49 between Bell Road and Lone Star Road, a stretch of highway know by all to be deadly. What is your plan to make this safe for the increased traffic?

The County has been planning this expansion since 2005, but has not collaborated with the nearby residents in North Auburn and Lincoln. **We hope someone will hear our voices and keep this park as it was originally described to the property owner when he sold to Placer Land Trust: a place for docent-led hikes, and for families and school groups to enjoy the beautiful woodlands.**
Thank you.

-----Original Message-----

From: Susan Lane <lane.susan@hotmail.com>

Sent: Wednesday, May 20, 2020 4:47 PM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>

Subject: [EXTERNAL] Hidden Falls

May 20,2020

Cornelius and Susan Lane 11380 Lone Star Rd Auburn CA 95602 Sent from my iPhone We are opposed to Hidden Falls Expansion. We moved to Auburn 44 years ago and have lived on Lone Star Rd. 37 years. Amount of traffic has greatly increased and we can see more danger from more traffic with Hidden Falls. Turning in and out of our driveway is dangerous both directions. Highway 49 is like a freeway and we have waited 10-20 minutes to turn out safely.

We were denied insurance after being with the same company for 40years. After 3 months without insurance they reinstated it on a temporary basis. This area is known to be a high fire danger , especially after Paradise , they are reluctant to insure. Hidden Falls decision will have a negative impact on renewing our insurance.

Insurance companies have referenced this as a high fire area. And after Paradise they are more reluctant to insure in this area.

We listened to the Public Hearing and it appears there is a lot more questions to be answered. We appreciate your work so far and hope there will be another opportunity to make our concerns known and hear your answers in person.

Please include my letter as part of the public comment in the permanent record.

Thank you, Susan Lane

-----Original Message-----

From: Dan Tomich <dttomich@gmail.com>

Sent: Thursday, September 3, 2020 8:52 PM

To: Jim Holmes <JHolmes@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>

Subject: [EXTERNAL] Hidden Falls Addition

Hello Jim and Board of Supervisors,

I haven't spoken to you for quite a while but I still feel the same way that I did when we first exchanged emails concerning the Hidden Falls. I felt you understood my concern about what was planned for the Bell Road entry and the traffic on Cramer Road.

You told me you had been brought up here so I figured you would understand how my neighbors and I feel about what the county plans.

It's a terrible idea that doesn't just bring lots of traffic to our narrow road (Cramer Road), it also makes the chance of wildfire so more apt to take place. Several of my neighbors have already lost their fire insurance due to the danger. Now you want to open up a huge addition to Hidden Falls. Imagine when someone accidentally starts a fire in there .

You folks are ruining the peace of mind of countless senior citizens that surround this assault on our retirement years.

All we want to do is to live out our years in this place that we love. Instead of building something for folks from out of town, what about thinking about the families that already live in this area. Please don't let this destroy what we've worked our entire lives to achieve.

Respectfully,

Dan Tomich

To: Community Development Resource Agency, Placer County Board of Supervisors, Planning Commission, Parks Department, and Placer Land Trust

From David T. Christensen
9955 Spyglass Circle
Auburn, CA 26202
Retired Partner, Ernst and Young

RECEIVED

MAY 18 2020

County Executive Office

The Hidden Costs of Hidden Falls: Points to ponder, as suggested by a retired CPA:

1. I have reviewed the \$1+ billion Placer County operating budget for next year in an effort to determine what the Hidden Falls Park, and more importantly, expansion, will cost. It is virtually impossible to determine this based on the public budget documents.
2. It appears that the project was first launched in the 1990's but there is no clear starting point. Is there an end point?
3. Is there a comprehensive plan, available to the public, where acquisition and on-going maintenance costs are spelled out?
4. Apparently, the forecast of who will be using Hidden Falls shows that 66% will be from outside Placer County. Why are we paying tens of million for years of on-going maintenance for "Out of County" users? We have so many more urgent and relevant needs in our County, especially now with the impact of Covid 19.
5. Is it time to put a halt to what many believe is a special pet project or "Boondoggle"?
6. The fire danger will be immense and the current version of the EIR just blows them off with nominal investment in storage tanks and heli-pads. How realistic is that?
7. Do any of the County Staff, Planning Commissioners or Supervisors actually live in the Bell, Cramer, Lone Star or Curtola Road areas? Doubtful!
8. Isn't it critical that our Supervisors, as custodians of our tax dollars, have a clear understanding of all the relevant costs, past and future, before approving any more? Don't we deserve that as taxpayers? We request a straight-forward report reviewed by the county auditor.

Please see specific issues related to the EIR on the following page.

Specific Issues raised are;

1.2.1 Type of EIR regarding a change in project or circumstances that could occur third point..."Any new information of substantial importance"

Issue; In view of the Virus and related impact on all governmental entities, it is likely that the County budget will be massively impacted, in a negative way, for years to come. How does the County plan to rationalize continued spending on a discretionary project at this time. The economic environment seems to contradict any such unwise and fiscally irresponsible action.

Further, assuming the argument is in part that Grant monies will be used, how can you assume this when it is a whole new world financially speaking and any remaining grant monies could be better spent on essential services, e.g housing, homeless services, county health, police and fire.

1.3.2, Chapter 1.0.."Summarizes the purpose, need..."

Issue; Whatever the need for a park or expansion was in prior years, it seems of a very low priority today, in terms of a use of limited resources. Why is the project still considered "Needed" in the current environment?

Chapter 17.0, Alternatives,

Issue; Why is the alternative of doing nothing not considered or commented upon?

Charter 18.0 Other CEQA-Required Sections....."describes significant irreversible commitments of resources, etc..."

Issue 1; Section 18.4.1 references several activities, including increased fire suppression costs etc., "... that will be offset by increased tax revenues". Please specify where these tax revenues are expected to come from, especially in view of the real world and the current and likely future Placer County situation.

Issue 2; Please specifically identify each of the intended fire protection and related components and costs, e.g. the two heli-pads, 12,000 gallon water tanks, land clearing, LRV and tanks, fire retardant and volumes stored, expected increase in fire related service calls and all other items and related costs considered in your assessment of the fire danger.

Issue 3; Please provide a detailed schedule of all the various processes and procedures you envision to mitigate the added fire risk. Also, please detail the expected FTE's and other allocated and direct costs of implementation and on-going monitoring.

From: David Granzella <david@norcalreia.com>
Sent: Thursday, May 14, 2020 10:49 AM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] I am in support of the hidden Falls Trail expansion project

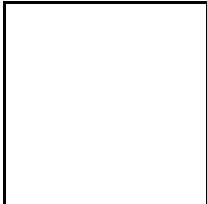
I am in support of the hidden Falls Trail expansion project. The health and well-being of all of us that live in this community depend on being able to do outdoor activities. Auburn is regarded as the endurance Capitol and it's part of the allure of this community. Trails I run and ride on are becoming fewer and fewer as they get fenced off by private landowners. Recent one being the canal that runs along Placer Hills Road. So I think it's important for the planning commission to consider new trails for the Health and vitality of our community. Thanks for considering my comments!

David Granzella

NorCalREIA
Northern California Real Estate Investment Association
Established 2004

O: 916.791.8322
C: 916.223.5564

David@NorCalREIA.com
www.NorCalREIA.com



This email has been checked for viruses by Avast antivirus software.
www.avast.com

From: Delana Ruud <druud@inreach.com>

Sent: Wednesday, May 20, 2020 11:41 AM

To: Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; Sue Colbert <SColbert@placer.ca.gov>

Subject: [EXTERNAL] Comments for Hidden Falls Regional Park Trails Expansion SDEIR

May 20, 2020 11:37 AM

Please find attached comments re: Section 3.0 Project Description of the Hidden Falls Regional Park Trails Expansion SDEIR

Thank you,

Delana Ruud

1080 Cramer Rd.

Auburn, CA 95602

To: Community Development Resource Agency, Placer County Board of Supervisors, Placer County Planning Commission

From: Delana Ruud 10800 Cramer Rd, Auburn, CA 95602

Regarding: Comments for the Hidden Falls Regional Park Trails Expansion SDEIR

3.0 Project Description

Pg. 3-1

Para 2: *Additional access* is not explained. What & where is it? ...*associated uses* is not explained . What are the associated uses?

3.1 Project Location

Para 2 Fails to note that Big Hill Rd. is a private Road.

Pg. 3-4

3.2.1 Existing Regional Park

Para 1: Fails to note that the restrooms are porta potties, that there is no running water, no potable drinking water, no water for horses or dogs. Fails to note that the well went dry and nothing has been done to deepen it or drill a new well.

Item under Para 3: *Installing a web-cam with a view.....*<https://www.placer.ca.gov/2623/Webcam> is the wrong address...it has been updated.

Pg. 3-5

Para 1: *Data from current use has been utilized in this SEIR to evaluate long-term management strategies, provide for sustainable parking solutions that limit impacts on adjoining neighborhoods, improve the current user experience, and define future opportunities.* How will the impacts be limited? What are the management strategies? What are the future opportunities? Please explain...

Pg. 3-6

Para 1: *The trail easements in the Harvego Preserve areas are “blanket” in nature....*Please explain/define “blanket”. *This parcel connects to the other trail expansion areas via an existing easement.* What and where is the existing easement?

Taylor Ranch

Para 1 : *and is located at the end of Orr Creek Lane...* Please explain that Orr Creek Lane is a private road beyond the private Oest Cemetery and that there is NO access to HFRP or any trails via Orr Creek Lane.

Kotomyan Preserve

Para 1: *...and is located on New Hope School Road just north of the City of Auburn.* I would hardly call 7 miles out Hwy 49, turn left on Cramer Rd & proceed west 1.8 miles; turn left on Bell Rd and proceed approximately 3/4th of a mile, turn right on Orr Creek Lane and proceed at least 7/8 of a mile SW ...”JUST” north of Auburn. It is apparent that the writers did not drive the area so they would have a better idea of the locations of the various properties cited in this document.

Pg. 3-6

Liberty Ranch

Para 1: *with the easement leading to the Harvego Preserve.* The easement comes to a private road (Big Hill Rd.) and does NOT have the right to cross the private road.

Pg. 3-10

Twilight Ride Property

Para 1: *These negotiations may result in the eventual purchase of the property.* Many believe the County illegally entered into a purchase agreement, as they failed to notify contiguous/nearby property owners that the County was to hear this possible purchase as an item on the Agenda of a regular Placer County Board of Supervisors meeting on May 22, 2018. Several property owners contested this fact at the meeting, but were steamrolled and the vote went forward. Then we were LIED to, as we were told that the completion of the sale would not go forward until after the EIR was completed. The sale was finalized the day after the Draft EIR came out on Feb. 20, 2020. No wonder people have little trust in Government.

Pg. 3-11

*Provide expanded opportunities for public passive recreation and educational access **without overburdening natural resources, local roadways or adjacent communities.*** This is pure hogwash. The Draft EIR fails miserably to explain that the 3 roads (Bell, Cramer and Lone Star) that lead to the proposed parking lots (Twilight Ride & Harvego) are totally substandard to be able to manage the traffic that is expected with these parking sites open 365 days/year dawn to dusk. This is on top of the traffic expected to be generated with the growing Wineries-Tasting Rooms and Breweries, including one winery on Bell Rd. and one just off Cramer Rd, with 4 more on Cramer Rd. in various stages of development. LOS and VMT descriptors fail to tell the real story : that our concern is the **quality** of the roads & not how long one has to wait at an intersection. These are roads built in the early 1850s as wagon roads and hardly upgraded in the intervening years. Bell Rd is now mostly asphalt with a stripe down the middle; Lone Star is a combination of asphalt and chip seal with some stretches with a stripe down the middle; Cramer is ALL chip seal and is legally too narrow to have a stripe down the middle. All three roads are narrow, with virtually no shoulders and long stretches of ditches along both sides. They are curvy, have many BAD blind curves, are lumpy and demand strong driving skills. Of the three, Cramer Rd. is the worst. Every one of the 43 families, including me, who live on Cramer Rd. and the 3 private roads off Cramer, have horror stories of being run off the road on the blind curves.

The DEIR notes 3 accidents on Cramer Rd. in the last 3 years, but those are only ones that were reported to the CHP. In addition, there is a fabulous curve on Bell Rd, that in the last year 5 cars and one motorcycle left the road and went through the fence. One car failed to even get around the curve, going straight ahead and landing on top of a great big rock & crashing into the very substantial PG & E power pole that broke and had to be replaced. Putting in 2 parking lots for 100 cars and 40 truck-trailer rigs, plus all sorts of amenities is anything but overburdening the homeowners/property owners, especially of the Auburn Valley Country Club or those property owners along and off Lone Star, Bell & Cramer Rds. The burden starts with traffic – stated to be 5-600 additional vehicles on a busy day on Cramer Rd. Would you want that on your street? I don't think so. This is a ranching area, not a zoo or amusement park. Go back to the Bay Area if you want that. More cars will destroy the tranquility that we the people, and livestock expect. In addition, we will get more people casing the neighborhood to come in & steal anything they can- and they will. It is already happening.

Placer Land Trust also doesn't seem to understand that their first priority is to preserve open space/ag land including cattle grazing and not create a monster recreation area to be overrun by hundreds-thousands on all the trails 365 days a year dawn to dusk with the interlopers on their own. People have been able to live with the Docent led tours, although those are a pain, but being open 365 days a year dawn to dusk is too much for the neighborhood, the wildlife and the land itself. In addition, they absolutely must continue cattle grazing, as that is our second best means of defense from wild fire, as grazing cows will diminish the quantity of fine fuels. The first line of defense is keeping the number of hikers/bikers & horse riders very low, especially during fire season. With climate change and the erratic winters and rainfall, we could be looking at a year round fire season, so that is also something to be considered.

Further, going from monthly Docent led hikes, to having hoards of people, bike and horse riders on their own on the trails will add additional stress to the cows and their calves. Who is to say they will stay on the trails? Livestock are very wary of people they don't know and will take off running, which impacts the ability of cows to lactate and could send cows and calves through fences. If there is a loose dog, what a great opportunity to join the chase and maul or kill a calf or even a cow. I could tell you about an incident in the area of a Great Dane killing a full grown registered cow that cost the dog's owner \$15,000 and yes, the dog was also dispatched. And then there is the matter of the bike and horse riders. Range cows and calves and bikes and dogs either loose on a leash, and strangers on horseback they don't know, just don't mix. ***This is not a zoo.***

Then there is the matter of the wildlife. The whole stretch of acreage including HFRP, all the way to the Bear River is a critical wildlife corridor between the Sierras and the Valley. It is vital habitat for migratory fowl, including raptors and supports resident populations of endangered species, many of whom are unable to co-exist with dogs, bike and horse riders and people. Putting bridges over riparian corridors will do long term damage to the flora and fauna. Recreational pursuits puts added stress on wildlife and will displace them. Unfortunately they will have no place to go - they will simply perish. This is the last large undisturbed – unpeopled acreage in Placer County. **PLEASE DO NOT DESTROY IT, JUST SO YOU CAN HAVE BRAGGING RIGHTS** that you put in 30 more miles of trails. The wildlife were here first. We respect that – please let them live a normal life.

Pg. 3-11

3.4 2019 - Proposed Project Components

* *Constructing two additional bridges over Racoon Creek and one major culvert.....* OK, so where is the money coming from? The County Park budget can't even take care of current trails and there is tons of deferred maintenance. We are going into a recession – possible depression, so the planners/budget people had best not over-reach. As a Placer County taxpayer, I and many others are not happy paying for amenities that are provided for out of county visitors, who pay NO Placer County taxes. HFRP and trails should only be used by those who pay Placer County property taxes.

Pg. 3-12

Adding parking and access area improvements... Where is the money coming from and how is long term maintenance to be paid for, when there is a long list of deferred maintenance already on the books? It seems to me, this is big-time over reach...you can't even take care of what you already have, but are putting in even more "wants" and just kicking the can down the road for being able to take care of it. By the way, Auburn Valley Rd and Curtola Rd are **private roads** that Placer County seems to think they can use. What part of **private do you not understand?**

Allowed uses includinghunting and fishing, depredation hunting... Hunting in HFRP has never been explained. So is it happening? If so, when, who is allowed to hunt, what game are they hunting? The Final HFRP EIR stated that hunting would be allowed when the public was not present....strange because the public is allowed 365 days/year dawn to dusk. Shooting hours are very strictly regulated by the CA Dept. of Fish and Game and seem to coincide with the hours that HFRP is open to the public...please explain.

Para 1: *Equestrian amenities (horse watering facilities) (with associated restrooms, wells, septic areas...)* The availability of water via wells in the Lone Star area (as well as at HFRP where the well has gone dry and not replaced) is a very testy subject. Many home owners have had their wells go dry or barely draw enough to keep in a holding tank. So, now you are going to put in wells at two sites that will likely draw on already over stressed aquifers that nearby homeowners rely upon. You had best plan on NO wells – NO water available for horse watering, restrooms, people or dogs.

Pg. 3-15

3.4.1 Multi-Use Trails

Para. 1: *No motorized vehicles other than maintenance and emergency response vehicleswould be allowed in the trail expansion area.* OK, so what is happening/allowed in HFRP? I can hear the howling from my house. I paid wazoo bucks for my new electric-assist bicycle and I can't use it ...huh, what – that's not fair. Guess what, they have already been spotted at HFRP. So much for the paid staff doing their job.

Pg. 3-16

Para. 2 : Please explain/define "*blanket*" trail easement rights.

Para. 3: *Additional trails and amenities planned, designed and completed in the future would be addressed in future tiered CEQA documents.....*please explain: what, when, location where and how they will be paid for and maintained and how they will not overburden natural resources, local roadways and nearby communities.

3.4.3 Bridges and Creek Crossings

Para. 3 *Bridge 5 is planned as a.....* Will it carry CalFire trucks?

Pg. 3-18

3.4.4 Parking and Access

Para 1: *The extent of new and expanded parking areas ... is based on an evaluation of parking demand at HFRP.* Common sense would say to expand the current parking lot at HFRP or put in a second lot further back in, where you have 1200 acres to place more parking instead of ruining/trashing two more rural neighborhoods, overloading Bell, Cramer and Lone Star Rds, and putting drivers at extreme risk of being killed on one of the blind curves and causing untold duress to all the homeowners, property owners and ranchers in the two areas surrounding the two proposed parking lot sites (Harvego property and Twilight Ride). Have you thought about that? In addition to being less expensive, you wouldn't be upsetting the lives of untold families who have lived a quiet life for years. Somehow, no one has given any thought of the impact on all the people who have lived in the Lone Star area for years, some for generations, ranched for generations. **Don't they deserve something?** While the hikers, bikers and horse crowd with a list of "wants" were included in the planning for the expansion for years, **NONE OF THE CONTIGUOUS OR NEARBY HOME/PROPERTY OWNERS WERE EVER CONTACTED OR INVITED TO PARTICIPATE. NOR WAS THE PLACER COUNTY FARM BUREAU OR TAHOE CATTLEMEN'S ASSOCIATION EVER CONTACTED.** Both organizations oppose the additional parking lots and trail expansion. Not only is the lack of inclusiveness strange, it demonstrates a total lack of manners, public relations skills and sensitivity. But, this type of behavior seems to be typical of how Placer County has carried out land-use decisions for years: "we're right, you're not, we know what is best ...blah- blah- blah". I have been attending Placer County Board of Supervisor meetings since I was 12 years old and have witnessed some of the most incredulous decisions and indecent, shameful public attacks on citizens by members of the Board, that not only would curl your hair, but one incident had members of the public present encourage the person attacked to file a lawsuit for defamation. She should have, but didn't. That woman was intelligent-really smart, was a refined person, who was way ahead of her time, a superb public speaker, who as a Stanford Economics graduate and the wife of a local rancher, who understood land use policy and economics probably better than all the members of the Board put together. If she were alive today, I am certain she would totally agree with the message Protect Rural Placer is trying to get across to the decision makers. Someday, when the thoughtful, caring public is beaten to a pulp and those in power have paved over and carved up all of the open space that is left in Placer County, those in power will retreat to the corner of the room and look at each other and arrive at the decision that Pogo put forth years ago, "we have met the enemy and he is us". Some may wonder, "why didn't I have the courage to listen, really listen to those concerned citizens and ranchers and other agriculturists, who have lived in those rural areas, some for years and generations and had the courage to work the land, take care of the land and the wildlife and the Oak woodlands....but I didn't and now it is all gone ". We might as well be living in downtown Sacramento or LA . But, we don't, we live in the Lone Star district.

Little can be said of the "professionals" in the Placer County Planning Dept. and the Park Dept. They seemingly have a lack of experience or recognize that they are the primary role players in the implementation and coordination of planning for public safety for all the stakeholders . They seem to not recognize that is their first and last responsibility. They seem to not care if people on their way to the parking lots or trails are slaughtered on Hwy 49 between Dry Creek Rd. and Lone Star Rd (4 fatal

accidents from Nov. 2019 to Feb. 2020 – far above the state norm.) ; or are smashed into or run off the road into a ditch on a blind curve on Bell, Cramer or Lone Star Rds. In addition HFRP is located in the Wildland Urban Interface (WUI) and further about 2/3 of the 1200 acres is designated a High Risk wildfire zone by Cal Fire. The further north one goes to the Bear River, the worse the risk gets. Please, look at the Cal Fire map. Why would you put a park and hiking trails in a high risk fire zone, especially as we accelerate into climate change and could well be facing wildfire danger year round? In addition, why would you put a trail system further to the north – all the way to the Bear River, where the wild fire risk becomes graver along the way? How many of the people who use HFRP understand that they are in a Cal Fire designated high risk wildfire zone? What has the Park Dept. done to inform the seemingly clueless public that they are in a high risk wildfire zone? All the users seem to know is that the annual grasses dry out sometime in May and the hills turn brown and won't green up until the rains come, maybe in October or November. Oh, and that there are some "No Smoking " signs. Sure, if you are a smoker or a tweaker, who cares...no one is going to arrest you if you light up. In addition, has anyone done any planning how to notify and evacuate the hundreds, if not thousands strung out on all the trails in case a fire starts somewhere in HFRP and all the way to the Bear River, and how will they along with all the people who live in the area be able to safely evacuate? As far as I know, there is NO evacuation plan for those using HFRP or the expansion trails or for the residents who live in the Mears parking lot area or along Bell, Cramer and Lone Star Rds.

We are now in an era that common sense and the budget killing cost of controlling wildfires in California demands that the government agencies responsible for wildfire control have to think in terms of prevention, not just control or suppression. Cal Fire has stated that their objective is to reach any local wildfire in the HFRP and expansion area in 10 minutes. I do not believe this is feasible, given station locations in the area and the narrow substandard roads to be negotiated just to reach the perimeter of the park area. That is why I and others have asked should this expansion go forward, that the vacant Fire Station located at Hwy 49 and Lone Star Rd. be fully staffed and equipped. In addition, the local "planners" need to be far more concerned with disaster management, which will require coordination across multiple county and state agencies. Regulatory programs that utilize jurisdictional legal authority to develop and implement regulations to protect health, welfare and safety can be effective tools to reduce the threat of wildfire and the resulting damage to property and the possible demise of livestock and human lives. Please, think of all the livestock and wildlife needlessly killed in wildfires in the last few years just in Northern California; and think of the 86 people who lost their lives in the Paradise/Camp fire, including 7 who burned to death in their cars trying to escape.

Pg. 3-26

Para. 2: *when permanent flush or vault toilets would be installed.* Where is the water to come from? This is a very dry area. Over the years, many wells have gone dry.

Harvego Preserve – Curtola Ranch Road. This is a private road, for use only by the homeowners and for Ag use for those running cattle on the Harvego Preserve, thus, there will be no public access to a parking lot.

Table 3-3. Summary of Harvego Preserve Access Phasing.

Permitted Access – Phase 1: Docent led tours only, 7 days/week, up to one tour/day : Auburn Valley Rd. is a private road , thus people wanting to access the Harvego parking lot do not have legal access to the area. So now we are going from a couple of Docent led tours a month to Docent led tours seven days a week. Parking and Docent led tours must be by reservation only . Has anyone considered the impact on the Auburn Valley Homeowners, the land, the wildlife (the site proposed for the parking lot is a nesting area for Tri-Colored blackbirds – an endangered species) or the livestock being run on the property. Livestock grazing absolutely must continue as it is a means to decrease damage from wildfire. Cows and calves are very wary of strangers and will take off running. What if there is a dog – off leash...what a grand time to take up the chase. What will happen if the dog mauls or kills a calf or cow? Who will pay for the animal – triple damages?

Has anyone thought to do an engineering evaluation of the earthen dam that must be crossed to reach this site?

Phase 2 : Now we go to Open Public Use, non-Docent access, 7 days a week; parking is evidently reservation based only, 7 days/week. : This is a non-starter. Access must continue as Docent-led tours.

Phase 3: Too many parking spaces – this needs to be cut by 2/3rds. That is the only way to maintain any semblance of crowd control. Access must continue as Docent led tours only.

Parking reservations must continue.

Table 3-4. Summary of Twilight Ride Access Phasing

This is a NON-STARTER. NO PARKING LOT SHALL BE BUILT ON THIS SITE. I believe this purchase was illegally crammed through a Placer County Board of Supervisor meeting on May 22, 2018, as contiguous and nearby property owners were never notified of the pending action. In addition, while the property was in escrow, we were told the sale would not be finalized until the EIR was completed. CEQA Law was broken when the sale was finalized the day **after** the Draft EIR was released on Feb. 20, 2020. It was NINETEEN MONTHS LATE, as it was promised to be released in October of 2018.

3.6 Operation and Maintenance.

The Park Department had best concentrate on completing all of the deferred maintenance not only for HFRP, but all of the properties they are responsible for as well as complete regular maintenance. Adding even more trails, parking lots and amenities is a “want” – wishful thinking. They can’t maintain

what they already have. Do they and the County not understand that we are in a recession and possibly headed to a Depression? Do you not remember what happened to the Placer County Budget during the Recession in 2008-09? Please review those budgets.

3.6.1 Traffic Management

No new parking lots shall be built either at Twilight Ride or the Harvego sites. That will cut traffic and decrease the impacts on the substandard Bell, Cramer and Lone Star Rds. The parking lot at Mears can be enlarged and a second lot can be put in on the 1200 acres. Reservations for the Mears lot(s) should continue. Out-of-county residents should be charged double for a parking reservation. ALL out of county residents using HFRP should also pay an entrance fee. Why should Placer County taxpayers pay for the maintenance and staffing for out-of-county users?

Pg. 3-48

3.6.2 HFRP TRAIL EXPANSION AREA USES

My understanding is that the Spears family absolutely did not want any camping on the place.

The Park Dept. can't manage/maintain the trails they already have, yet they want more. There is NO water at the Mears parking lot. How do they expect to pay for Fish and wildlife restoration, Interpretive displays, Signs and fencing ? Evidently management has not spoken with the homeowners near the Mears Parking Lot of late. They still have many issues that have never been resolved. We have been told by many that the interlopers have caused nothing but grief and angst . Noise (raucus amplified music from the parking lot) trash, theft and trespassing have never ceased. One comment that stuck with me from a long time friend , "you don't know what you are in for and the County just doesn't care".

Please, do not trash two more neighborhoods, just so you have bragging rights that you have added 30 more miles of trails. There are over 900 miles of trails in Placer County. Please do not add to the wildfire danger. Please do not add to more people losing their fire insurance. Please do not impact our perilous, narrow roads with flatlanders, who do not know how to safely drive our country roads.

From: Delana Ruud <druud@inreach.com>

Sent: Monday, July 27, 2020 4:29 PM

To: Megan Wood <MWood@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Robert Weygandt <RWeygand@placer.ca.gov>; Shanti Landon <SLandon@placer.ca.gov>

Subject: [EXTERNAL] July 28,2020 Agenda Item re: request for \$73,000 + \$10,000 to complete Hidden Falls SEIR

July 27, 2020

To: Placer County Board of Supervisors

From: Delana Ruud 10800 Cramer Rd, Auburn, CA 95602

Re: Agenda Item regarding the request for approval for a Second Amendment of AECOM'S contract for Technical Services to compete the Hidden Falls Regional Park Expansion SEIR. Request for \$73,000 plus \$10,000 additional as needed.

I have some concerns and questions regarding the approval of an additional \$83,000 to finance the completion of the HFRP Final SEIR.

I am appalled that AECOM is requesting an additional \$83,000 to complete the HFRP Final SEIR. This is the organization that was hired to write the Draft SEIR that was finally delivered NINETEEN months after promised. Whoever wrote the contract must have forgotten to include a due date, with a penalty for every day past-due. I might add that in my many years of reading EIRs, this is a poorly constructed document. The request does not include the fact that the DPW-Parks Division has already spent \$481,897 in FY 2019-2020.

Jane Wurst and others of Protect Rural Placer have worked diligently to be apprised of the costs, both financial and total impact on the Lone Star-North Auburn area of this disastrous Hidden Falls Expansion Project. It seems that our county tax dollars are being ill-spent on a project that should never have been started in the first place. Is it too much to ask for full transparency and that ALL budget information be provided to the public?

In reviewing the FY 2020-21 Budget and the DPW-Parks Division 5 Year Capital Improvement Plan, it shows that 15 of 20 Projects state that the Projects are NOT fully funded. Ten projects note that the Project is not fully funded today and not anticipated to be fully funded in the next five years without additional General Fund money. These are APPROVED projects that are without funding and yet the County is pushing for another Parks project. You must also realize that the current Hidden Falls Regional Park well is on the Park's 5-year Capital Improvement Plan and does NOT have funding. If the well has been dry since 2015 and there is no money to fix it, is it responsible to expand the park, when you can't even take care of what you already have ?

It was stated at the June 23, 2020 Board of Supervisors meeting, that the Placer County Budget would be reviewed in October 2020 to evaluate the fiscal impact of the COVID-19 Virus on revenue and expenses. At that point, budget adjustments may need to be made and Departments may be requested

to cut spending. You assured the public this would be done because the FY 2020-21 Budget had not been adjusted for COVID-19 impacts.

My concern is that this Pandemic is not going away any time soon and is growing by the day in Placer County, the state and the whole country, with some states, including CA being very hard hit. Perhaps, if everyone had worn a mask, practiced social distancing, not gone wild partying, etc, starting in March, we might be in better condition, but that did not happen. So, we are having to back up and that is going to have a difficult impact on small businesses, jobs, schooling-at-home, etc, which in turn will have an rolling effect on county tax dollars. The Board of Supervisors and County staff will need to make fiscally responsible decisions that will insure that tax dollars are spent wisely on basic needs including health and educational needs, and include better internet access in the whole county. School children, teachers, college students, people working from home, families trying to stay in touch, etc, and especially those who live in rural or remote areas, desperately need high speed internet access.

There are people who “want” the Hidden Falls Expansion because they “want” more trails and are not satisfied that there are currently over 900 miles of trails in Placer County and many more miles in adjoining counties. When does a “want” supersede a “need” when there isn’t the money to cover basic needs? Further, why they “want” a trail system through a Cal Fire designated high fire zone is beyond me.

Placer County residents trust you to do the right thing in using discretionary money and departmental budget money that is earmarked for “wants” to be used for basic “needs”. More money for the Hidden Falls SEIR is a “want”, not a need.

I ask that you show fiscal responsibility and table a vote on this request until:

1. The Budget has been evaluated in October and that “wants” and “needs” are carefully scrutinized
2. The “needs” of Placer County residents during this Pandemic have been adequately addressed
3. Internet “needs” for all residents county-wide are addressed
4. There is health and economic stability for the County, State and Country
5. All of our questions are answered in a transparent manner

I thank you for your consideration.

Sincerely,

Delana Ruud

-----Original Message-----

From: Dennis Maciel <dennis.maciel502@gmail.com>

Sent: Thursday, September 3, 2020 7:39 PM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>

Subject: [EXTERNAL] Hidden falls expansion

just a simple question: how is the Parks Dept able to post sign for a conditional use permit before the SEIR? I think you all know what I am referring to.. this is really getting to smell.

Sent from my iPad

-----Original Message-----

From: Dennis Maciel <dennis.maciel502@gmail.com>
Sent: Wednesday, September 9, 2020 9:03 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Cc: Cindy Gustafson <cindygustafson@placer.ca.gov>
Subject: [EXTERNAL] Re: Hidden falls expansion

At least have the courtesy to reply.

Sent from my iPad

> On Sep 3, 2020, at 7:39 PM, Dennis Maciel <DENNIS.MACIEL502@gmail.com> wrote:

>

> just a simple question: how is the Parks Dept able to post sign for a conditional use permit before the SEIR? I think you all know what I am referring to.. this is really getting to smell.

>

> Sent from my iPad

From: Diana Darcy <dkdarcy@gmail.com>
Sent: Wednesday, May 20, 2020 4:44 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Cc: diana Darcy <dkdarcy@gmail.com>
Subject: [EXTERNAL] Hidden Falls Expansion

Date: May 20, 2020

To: Community Development Resource Agency, Placer County Board of Supervisors,
Planning Commission, and Parks Division

From: Diana and Bob Darcy, 6195 Viewridge Drive, Auburn, CA

Regarding: Hidden Falls Regional Park Trails Expansion DSEIR

As a longtime resident of North Auburn/Lincoln and member of *Protect Rural Placer*, I am writing to you today to refute the above referenced document. This DSEIR, as with the previous HFRP EIR, makes weak assumptions and does not take into consideration the full impact that this project will have upon the residents, roads, environment, habitat, agriculture, and fire danger of the nearby community. Specific issues raised are:

Wildfire:

- More people will be using barbeques and fire pits and therefore increasing the possibility of more forest fires.
- Additional people will be smoking cigarettes and marijuana which would lead to an increase of forest fires.

Transportation and Circulation:

- Traffic will definitely increase causing traffic jams and accidents on 2 lane narrow country roads.
- Increase in traffic will result in more air pollution.

Crime

- Due to the expansion of this park crime will increase and spread to neighboring communities.
- These crimes will require more police and firemen.

Based upon the information in the DSEIR, the assumptions it has made, and the negative impacts to the very communities who were not included in any of the 15-year planning, I request that you reject this project.

Please include my letter as part of the public comment permanent record.

Thank you,

Diana and Bob Darcy
Protect Rural Placer

May 12, 2020

TO: Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn, CA 95603

FROM: Diane Dolley
9300 Cramer Road
Auburn, CA 95602

SUBJECT: Draft SEIR for Hidden Falls Regional Park Expansion

To Whom it May Concern:

In response to the DRAFT SEIR for the above mentioned HFRP Expansion plan, I would like to comment on critical information not included which is necessary to make an informed decision in this matter.

Transportation and Circulation

1. The access roads for the proposed parking lots Twilight Ride and Harvego, are Lone Star, Cramer, and Bell Roads. These roads are narrow and winding with many blind curves, undulating hills, and limited visibility. There is no discussion as to the physical condition of the roads in the DSEIR.
2. The DSEIR has failed to provide any solution to the fact that the roads are inadequate and less than county requirements for roads in relationship to the amount of increased traffic they have predicted. The DSEIR final comment "unavoidable". Does this mean that nothing will be done for the safety and well being of the community surrounding the proposed expansion?
3. There is already high volume traffic on Lone Star, Cramer, & Bell Roads due to Auburn Valley Country Club, local wineries and other residential developments.

Page 1 of 4

The DSEIR must address how the current high volume relates to the potential increased traffic due to the proposed parking lots and solutions to the problem other than road signs. The DSEIR must address the fact that for the safety of residents and visitors to the area, a left hand lane into Twilight Ride entrance is absolutely essential with Phase 1 of the parking lot.

As a 45 year resident living on Cramer Road, I have local personal knowledge of the traffic conditions and the effect of introducing hundreds more cars to the area. It is common knowledge that traffic does not come close to adhering to the speed limits posted on these roads. For example: Due to the length of my truck and 2 horse trailer, it is necessary for me to cross over into the oncoming lane on Bell Road to complete my turn from Cramer Road. This is dangerous due to the speed of traffic on Bell Road. It is a common occurrence that I have witnessed when I'm towing my horse trailer that a car will pass in an unsafe location, crossing the double yellow line (which is illegal) into the opposite lane with a car coming from the other direction. It happens more frequently than not.

Public Services and Utilities

1. Section 13.2.4 Emergency Response- The DSEIR states the county "encourages the local fire protection agencies in the County to maintain an emergency response time of 10 minutes in rural areas of the county".

I have local personal knowledge and have witnessed that it takes 10 minutes from the corner of Joerger Road and Bell Road to Cramer Road (approximate location of the Twilight Ride property). This is about half the distance from the Atwood Fire Station #180. Total distance is approximately 5 miles which would indicate a time to respond to at least 15 plus minutes.

2. The DSEIR has failed to address the physical limitations of the fire department to meet the response times encouraged by the County due to the narrow and winding roads that limit timely response to the Twilight Ride Property.

3. CAL FIRE has stated a wildland fire can travel from 6 - 14 mph. which clearly is a concern with response time. The DSEIR has failed to address the rate of spread as is influenced by weather, fuels, and topography as it relates to response times.

---The Atwood Fire Station #180 is the busiest in the county. Between July 2018 and July 2019 the station averaged 14 calls a day according to the DSEIR. ---

4. The DSEIR failed to address the potential impact of responding to the park expansion as it relates to impacting current volume of calls.
5. The DSEIR failed to prove how one proposed fire truck for the county will offset or provide any benefit or reduce the fire risk to "less than significant", particularly since the truck will not be exclusive for the park expansion or housed there.
6. The DSEIR appears to assume the county would support financially for staffing or maintaining an additional fire truck. The DSEIR needs to support that statement with facts that shows the county will in fact provide funding as stated.
7. The DSEIR proposal of opening the Lone Star Station on Hwy 49 fails to address the cost of opening up the station, bring up to current standards, provide for staffing and long term expenses associated with maintaining the station. No discussion was provided as to whether the county will support this plan. A budget proposal should have been included in the DSEIR. Therefore it should not be considered a mitigation for response time.

Wildfire

Section 16.4.3 states, " potential increased risk to human health through exposure to uncontrolled wildfire."

1. The DSEIR has failed to assess public and private resources that could be damaged by wildfires as it relates to allowing the unsupervised public to this area. This includes schools, hospital, care facilities, county facilities, & businesses in North Auburn.
2. The DSEIR fails to discuss the fact that according to CAL FIRE 95% of fires are human caused. It fails to provide correlation between the number of visitors and the potential for a fire caused by humans. CAL FIRE/Placer County Fire Division Chief Hudson, at a North Auburn/Ophir Fire Safe Council meeting has verbally stated, "The human element can't be assessed in determination of potential fire starts." It would appear that the DSEIR is ignoring this as it relates to the proposed expansion.
3. The DSEIR fails to discuss what constitutes red flag conditions.

4. There is no discussion as to Park administrative action such as closing the park to visitors during Red Flag conditions.

5. The DSEIR has failed to address evacuation in the event of a fire as it relates to the roads and evacuation notification. Evacuation plans for the residents, community services and businesses in North Auburn must be included in the DSEIR.

6. The DSEIR has failed to address how visitors will be effectively policed for illegal camping, campfires, smoking and any number of other issues over 2700 acres on a daily basis. Are park rangers to be relied upon as enforcement? Will the county sheriff need to be included for enforcement and protection of the neighboring areas?

Due to substantial missing critical information and the negative impact on the North Auburn community who were excluded from the 15 years of planning, I am requesting that you reject this project.

Please include my letter as part of the public comment permanent record.

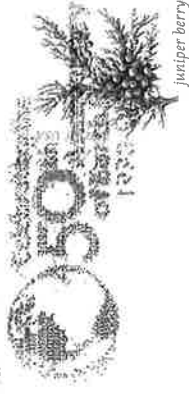
Thank You.

Diane Dolley
Protect Rural Placer

Diane Dolley
9300 Cramer Road
Auburn, CA 95602

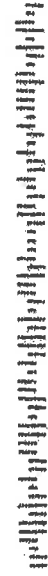
SACRAMENTO CA 957

18 MAY 2000 PM 4 L



Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn, CA 95603

95603-454356



From: Don Jones <don.jones95602@gmail.com>
Sent: Thursday, May 14, 2020 9:30 AM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls Trail expansion project

Dear Planning commissioners,

My name is Don Jones and I am a resident of Auburn California.

I am in support of the hidden Falls Trail expansion project. The health and well-being of all of us that live in this community depend on being able to do outdoor activities. Auburn is regarded as the endurance Capitol and it's part of the allure of this community. Trails I run and ride on are becoming fewer and fewer as they get fenced off by private landowners. Recent one being the canal that runs along Placer Hills Road. So I think it's important for the planning commission to consider new trails for the Health and vitality of our community.

Thanks for considering my input and please let me know if there's anything else I can do to help! Since I am unemployed, the money belt is currently tight but I can help with time if need be.

Best Regards, Don

-----Original Message-----

From: Donna Biles <dkbiles@att.net>

Sent: Sunday, May 17, 2020 3:03 PM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>

Subject: [EXTERNAL] Hidden Falls

Please see attached letter regarding this issue.

Date: May 17, 2020

To: Community Development Resource Agency, Placer County Board of Supervisors,
Planning Commission, and Parks Division

From: Donna Biles, 6740 Estates Court, Auburn

Regarding: Hidden Falls Regional Park Trails Expansion DSEIR

As a resident of North Auburn, I am writing to you today to refute the above referenced document. This DSEIR, as with the previous HFRP EIR, makes weak assumptions and does not take into consideration the full impact that this project will have upon the residents, roads, environment, habitat, agriculture, and fire danger of the nearby community. Specific issues raised are:

Wildfire:

There is nothing about how people will act when traveling down these roads. 95% of fires are caused by people and their reckless behavior. Who is going to oversee these new areas and make certain people are following the rules?

There is only one road, Auburn Valley Road, to my house. We are already at high risk to become the next Paradise and adding needless additional traffic and people would create a death trap. Even the SDEIR states that people would be exposed to uncontrolled wildfire from public use.

Transportation and Circulation:

I don't even know where to begin because it is so obvious that Lone Star, Bell and Auburn Valley Roads are woefully inadequate and dangerous to support any increase in traffic. Curtola Ranch Road runs directly behind my home and having 500-600 cars would destroy my environment, my property value and greatly increase the fire risk.

Because of COVID-19, all government agencies are experiencing major budget shortfalls. The County should be focused on providing essential services to the public and not yet another park. Given these shortfalls, I can only assume resources will not be dedicated to this development.

Finally, with hundreds of miles of existing trails, why do we need to add more knowing the negative impact this would have to those very people who trusted you to protect them?

Based upon the information in the DSEIR, the assumptions it has made, and the negative impacts to the very communities who were not included in any of the 15-year planning, I request that you reject this project.

Please include my letter as part of the public comment permanent record.

Thank you,

Donna Biles/

-----Original Message-----

From: Douglas Saylor <dougfsaylor@gmail.com>

Sent: Friday, September 4, 2020 10:23 PM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>

Subject: [EXTERNAL] Huge Safety Risk, Stop Hidden FallsExpansion

I'm sitting in my home, not far from the proposed Hidden Fall Expansion, watching the local evening news and seeing the state go up in flames from all of the fires in California. The spokesman for Cal Fire just said they can't afford to have just one more fire, the situation is that dire. Yet the push to spend millions of tax dollars on a non necessary project that will put me, my neighbors, my community at risk of a tragic disaster moves forward. It seems that my life and the lives of others don't matter much? Please stop the project to expand the Hidden Falls access. Please don't create this unnecessary safety risk. Please do the right thing.

Sincerely,

Doug Saylor

Sent from my iPhone

From: Duane Blamer <duaneblamer@hotmail.com>
Sent: Sunday, September 6, 2020 8:06 AM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Cc: Carla Blamer <cblamer42@gmail.com>
Subject: [EXTERNAL] Hidden Falls Expansion Project

Supervisors, as a home owner in area of Auburn affected by the Hidden Falls Expansion project, I am very strongly against proceeding with this project. It will affect my community in many negative ways. This project does not align with the ranching and rural lifestyle of our community. More importantly, this development will increase the already significant wildfire risk in our community. There are already insufficient funds available for emergency situations with no sign of effort on your part to further fund these services. Moving forward with this project at this time is an irresponsible expenditure of money. Please reconsider development of this project.

Respectfully,

Duane & Carla Blamer
8950 Upper Valley Road
Auburn, CA

From: kayhallberg2@aol.com <kayhallberg2@aol.com>
Sent: Wednesday, May 20, 2020 9:19 AM
To: Sue Colbert <SColbert@placer.ca.gov>; Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>
Cc: drehallberg33@aol.com
Subject: [EXTERNAL] Response to the SEIR of the expansion of Hidden Falls

Good Morning: Attached is a document of our concerns related to the expansion of Hidden Fall.

Respectfully submitted; Edmond and Kaylene Hallberg

My first statement to you during this incredibly difficult and changing environment is.....

IS HIDDEN FALLS EXPANSION ESSENTIAL?

ESSENTIAL MEANS, BASIC, NECESSARY, INDISPENSABLE

I want to know why the county believes that expanding Hidden Falls given the new normal, we will have and know that this action is **ESSENTIAL?**

ESSENTIAL MEANS: **BASIC** , (*meaning fundamental to our lives,*) , **Necessary** (*meaning required*) **INDISPENSABLE** (*not being set aside or obligated*) In my opinion this expansion meets none of this criteria.

The grandiose spending of the expansion of Hidden Falls outlined in the SEIR now has grow to cover more roads, more land ,parking lots, helicopter pads, rangers, and other expenses more than ever before. How can the county justify this cost during the largest economic down turn, which is causing loss of federal, state and local taxes, lost of jobs, and businesses and of course all other issues related to COVID-19?

Certainly the county knows that this expansion is not fundamental to our lives, it is not required, and it is not something that we are obligated to expand.

We have lived in rural placer at AV for twenty one years and since 2010 the county has for all these years threatened us with this expansion. Apparently the disaster of MEARS Dr. to the existing Falls Regional Park is not enough for the county and still there are issues with restrooms and water.

It was discouraging that during this pandemic that the county could not delay the community's response to the SEIR until we had the opportunity for a public meeting. Why is there such a need to rush through this process? Hidden Falls is not essential business. Instead you set a so called public hearing on May 14th which was hard to hear and follow and of course limited those who could get through to the three minute rule.

WHAT IS ESSENTIAL?

1. PRESERVATION OF RURAL PLACER. There is a basic right to live in a quiet, safe, rural community. A basic right to keep our family, home, and community safe. A basic right to be protected from many of the very terrible things which happened in the Mears Drive area. (If you have forgotten these issues, please re-read the statement presented August 1, 2018 to supervisor Weygandt) .

There is the basic right to not lose the values of our homes, or the loss of personal rights, and massive invasion of our privacy from the hundreds of cars projected that there would be (1 car, every 60 seconds.) not to mention the fear of loss of personal safety and vulnerability which we are experiencing on Curtola Ranch Rd from the Frisbee Golf Business which so far the county has not helped us resolve.

2. WHAT IS ESSENTIAL? **THE RECOGNITION OF THE IMPACT ON FIRE DANGER BY THIS EXPANSION**

It is crucial that the county recognize in the SEIR 16.2.3 “that the potential exists for the HF project to expose people to an uncontrolled wildfire and exacerbates risk of wildfire during construction, maintenance, and public use of trail system”. The SEIR fails to identify and disclose that the HFRP expansion area has been classified by **CAL FIRE as a WILDLIFE URBAN INTERFACE**, an area with the greatest potential for loss of life.

In August 30, 2009 we were notified to evacuate from our homes. The end result was Bell Road was impassable and we were told to return home and shelter. It is essential to note in 2009 fire when trying to leave AV there were not also 500 cars and trailers trying to get out, **using the only one road in and out, Auburn Valley Road**. The county needs **to STOP this expansion** when **ONLY ONE** escape route exist and like the Camp Fire in Paradise, chaos meant loss of lives.

The SEIR mitigates this issue in 16.6 by buying an IRV , what is the evidence that this vehicle will reduce incidences of wildfire, and what is the cost of the items and the management rangers?

The SEIR contains neither evidence nor discussion of: what constitutes red flag conditions, OR Park administrative action, like closing the Park to visitors during red flag conditions.

The loss of fire insurance or the raising of rates has impacted so many homeowners.

WHAT IS ESSENTIAL?

3. ROAD SAFETY: When the land trust purchase the acres from the Harvego preserve, they knew it was land locked. Now in order to do expansion they have in the SEIR designated our community and it's PRIVATE roads to solve this problem and one of them is Curtola Ranch Road.

This road is mentioned in the report as the final route to get to Hidden Falls through the Auburn Valley community. However the report does not mention that this road only measures **16 feet. 6 inches** and the road to accommodate two lanes **must be 20 feet**.

Curtola Ranch Rd road runs along an **Earthen Dam Pond**, which empties into a weir that crosses the road and flows into ponds below. To expand the road would require the county to take land from people who own homes and lots on this narrow road.

Finally in listening to the hearing on May 14th, it appeared to me that the Planning Commission is now asking questions and want to be included when the final SEIR is released. Why is the county not using their expertise and not wanting it to be reviewed like all the other county projects?

Thank you for reading our concerns: Kaylene and Edmond Hallberg

From: Eric Moss <eric.moss@att.net>
Sent: Saturday, September 5, 2020 10:14 AM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls Expansion

As a concerned resident, I wanted to voice our opinion and outrage over the apparent oversight and lack of regard for:

- Extreme Wildfire Risk
- Economic Crisis/ insufficient funds for first responders and education/residents and businesses struggling
- Dangerous, narrow roads
- Undermines agriculture, ranching and rural lifestyles

I have read the environment report and proposed phases; an absolute disaster waiting to happen.

The money would be better served and help protect human life and property by focusing efforts to expand and provide paved walking and bike riding paths in our community. We have enough places to ride horses, hike, and ride mountain bikes. What this community needs is expansion of a paved trail system. Our roads in the foothills are not safe for our large road bike community.

Further, coming from 25+years as a professional fire protection engineer, the current Hidden Falls Park fuel load management, or rather willfully gross management, poses a grave threat to our surrounding community. The county parks should not be permitted to expand until they can demonstrate policy and procedures being implemented at existing facilities. Planned fire protection mitigation in the study is not in alignment with California fire code, or NFPA. It is not responsible to increase risk of property and potential loss of human life by expanding into wildland fire and ember attack zones.

The responsibility of the county is protection of property and life; not to increase risk and likelihood of loss.

What is the county thinking?

Respectfully,

Eric & Denise Moss
6455 Fairway Ct
Auburn CA

-----Original Message-----

From: Gary <gary@ghheng.com>

Sent: Monday, May 18, 2020 11:55 AM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>

Cc: 'Jane Wurst' <jawurst@yahoo.com>

Subject: [EXTERNAL] DSEIR Hidden Falls Response Pkt.pdf

Please find attached my letter of position regarding the Hidden Falls DSEIR.

It is my understanding the last day of comment is May 20th and that all issues will be addressed in writing.

Thank you,

Gary H. Hall, P.E.



HIDDEN FALLS
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
POSITION LETTER

MAY 20, 2020

My name is GARY H. HALL, P.E. RCE #27011. I have been asked to review the Hidden Falls DSEIR for accuracy and consistency with the Placer County State Clearing House guidelines.

- The DSEIR attempts to pigtail the 2010 Phase I EIR, which was a failure due to EIR issues not being addressed as testified in previous hearings (trespassing, parking, access, vandalism)
- Placer County EIR guidelines do not allow amending an existing EIR older than 5 years...?
- How was this project awarded? Under public law 3 bids are required with advertising and awarded subject to public comment - never happened?
- There is no risk ranking matrix to compare the risk with cost of mitigation. This is required by state clearing house. Not done!
- Cramer Road and the ingress and egress to the parking area, Exhibit 5.6, is totally illegal for the accepted engineered construction plans for traffic control by Placer County.
- There are no improvement or mitigation costs?
 - Improvements \$7,000,000
 - Mitigation \$5,000,000
- The Traffic Study is also wrong as too much risk to the health and safety of the public is ignored regarding line of sight, blind turns, speed limits and the width of the roads as shown on attached Placer County approved engineering Plates 109, 116 & 117 which should have been included in the EIR.
- The project increases the impervious area, thus increasing runoff from the site impacting creeks and streams. No drainage study included as required by Placer County including water sheds and wetlands. Not done.



- The proposed commercial septic system may impact the groundwater but there is no monitoring system proposed.
- There have been no traffic counts or modeling projections for the increased traffic loads.
- Fire risk is too high and no mitigation discussed, such as fire watch towers,, increased local firefighting support.

In general, the DSEIR is incomplete and inadequate with no conclusion except “no impact” which is technically impossible. There is no risk matrix as required in Environmental Impact Reports.

This DSEIR does not pass the due diligence of the State Clearing house, which are:

Is this project feasible? NO

Is this project constructible? NO

Is it sustainable? YES with High Maintenance.

Is this project cost effective? NO

This DSEIR does not meet any of these criteria for *a properly prepared EIR*.

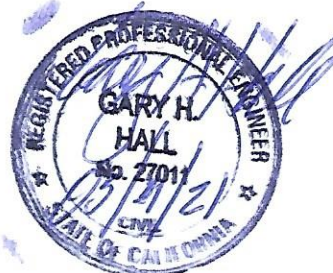
The engineer signing this document should be reported to the State Board of Engineers for negligence, incompetence and NOT protecting the health and safety of the public, which is the Board of Supervisors’ responsibility too, including any registered county staff member approving this DSEIR and should be held accountable.

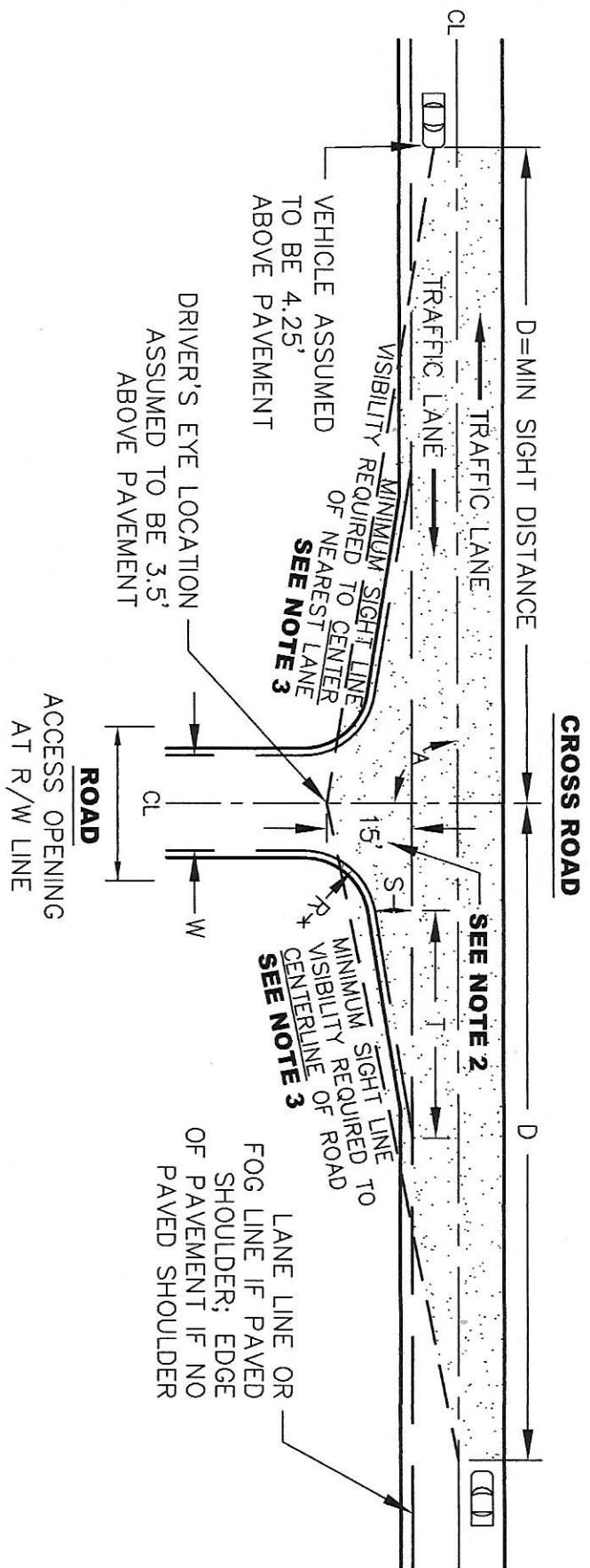
This county must be held responsible for their severe and intentional endangerment of the health & safety of the community.

This DSEIR should be considered incomplete and not acceptable. Furthermore, there should be a complete financial disclosure of public moneys expended to date without an approved EIR! The State does not take kindly to breaking their laws but that is a legal question.

Thank you,


Gary H. Hall, P.E.
RCE #27011
SCL #1048807
gary @ghheng.com
O 530-886-3100
C 916-826-8931





MINOR										MAJOR									
RESIDENTIAL (SERVING LESS THAN 5 LOTS) OR SINGLE FAMILY DRIVEWAY CONNECTING TO ROADS WITH DESIGN SPEED >25 MPH										MULTIPLE RESIDENTIAL (SERVING 5 OR MORE LOTS) OR COMMERCIAL									
DESIGN SPEED (MPH)	25	30	35	40	45	50	55	60	MPH	25	30	35	40	45	50	55	60		
ANGLE, A	60° TO 120°									A	80° TO 100°								
SIGHT DIST., D *	275'	330'	385'	440'	495'	550'	605'	660'	D	275'	330'	385'	440'	495'	550'	605'	660'		
OFFSET, S	3'	3'	3'	3'	4'	4'	5'	5'	S	8'	8'	12'	12'	12'	12'	12'	12'		
RADIUS, R	15'	15'	20'	20'	25'	25'	25'	25'	R	25'	30'	35'	40'	45'	50'	50'	50'		
TAPER, T	VARIABLE – 25 FT. MIN									T	50'	75'	100'	150'	200'	250'	250'		
WIDTH, W	AS APPROVED									W	CONFORM TO ROAD SECTION								

NOTES:

- INTERSECTING R/W LINES AT ROADWAY CONNECTIONS SHALL BE JOINED BY A 25 FT. OR GREATER RADIUS CURVE TO ALLOW FOR ROADWAY IMPROVEMENTS.
- SETBACK = 15 FT. MIN FROM EDGE OF TRAVELED WAY. THIS ASSUMES 6 FT. TO STOP BAR, 1 FT. FOR STOP BAR, AND 8 FT. FROM THE FRONT OF BUMPER TO THE DRIVER. THIS SETBACK MAY BE INCREASED UP TO 30 FT. DUE TO INTERSECTION LAYOUT.
- IN BOTH DIRECTIONS OF TRAVEL ALONG THE CROSS ROAD, SIGHT DISTANCE D IS TO BE MEASURED ALONG THE CROSS ROAD CL FOR TWO LANE CROSS ROADS, AND ALONG THE CL OF THE NEAREST LANE TO THE ROAD FOR MULTI-LANE ROADS.
- WHERE RESTRICTIVE CONDITIONS DO NOT ALLOW COMPLIANCE WITH THE SPECIFIED SIGHT DISTANCE REQUIREMENTS, THE ENGINEER MAY APPROVE A REDUCTION OF THE CORNER SIGHT DISTANCE TO NO LESS THAN THE MINIMUM STOPPING SIGHT DISTANCE AS OUTLINED IN THE CALTRANS HIGHWAY DESIGN MANUAL.
- LINE OF SIGHT CLEARANCE SHALL TAKE INTO ACCOUNT EXISTING/FUTURE LANDSCAPING. A VISIBILITY CONTROL EASEMENT MAY BE REQUIRED.
- ANGLE OF INTERSECTION, A, SHALL BE AS CLOSE TO 90° AS POSSIBLE, BUT SHALL NOT EXCEED LIMITS SHOWN IN TABLE ABOVE.
- CORNER SIGHT DISTANCE SHALL COMPLY WITH CALTRANS HIGHWAY DESIGN MANUAL REQUIREMENTS.



DEPARTMENT OF PUBLIC WORKS & FACILITIES

COUNTY OF PLACER

ROADWAY CONNECTIONS

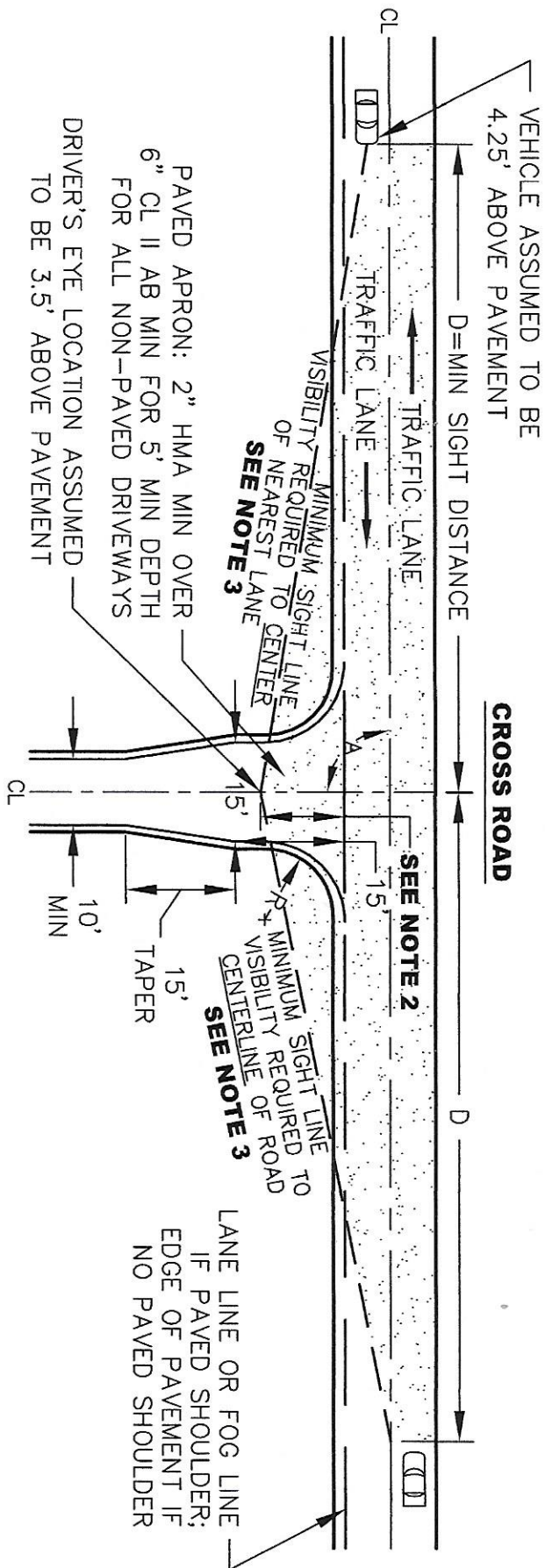
RESIDENTIAL AND COMMERCIAL

DATE:
APR. 2016

SCALE:
NOT TO SCALE



PLATE
116



SINGLE FAMILY RESIDENTIAL DRIVEWAY CONNECTING TO ROADS WITH DESIGN SPEED ≤ 25 MPH ONLY	
A	60° TO 120°
D	200 FT.
R	10 FT. MIN

NOTES:

1. THIS PLATE IS TO ONLY BE USED WITH SINGLE RESIDENTIAL DRIVEWAYS, AS DEFINED IN LAND DEVELOPMENT MANUAL SECTION 4.05(1)(f)1. SHARED RESIDENTIAL DRIVEWAYS, AS DEFINED IN SECTION 4.05(1)(f)7 SHALL BE DESIGNED TO MEET REQUIREMENTS OUTLINED IN PLATE 116 (MINOR).
2. SETBACK MEASUREMENT FOR SIGHT DISTANCE = 15 FT. TYP. THIS SETBACK MAY BE REQUIRED TO BE INCREASED DUE TO INTERSECTION LAYOUT, AND MAY BE DECREASED TO 12' AS APPROVED BY PLACER COUNTY, IN BOTH DIRECTIONS OF TRAVEL ALONG THE CROSS ROAD. SIGHT DISTANCE D IS TO BE MEASURED ALONG THE CROSS ROAD CL FOR TWO LANE CROSS ROADS, AND ALONG THE CL OF THE NEAREST LANE TO THE DRIVEWAY FOR MULTI-LANE CROSS ROADS. FOR CROSS ROAD DESIGN SPEEDS GREATER THAN 25 MPH, SEE PLATE 116. CORNER SIGHT DISTANCE SHALL COMPLY WITH CALTRANS HIGHWAY DESIGN MANUAL REQUIREMENTS.
3. THE RETURN RADIUS R SHALL BE DESIGNED SUCH THAT EMERGENCY FIRE VEHICLE ACCESS IS PROVIDED FOR BOTH DIRECTIONS WITHOUT REQUIRING THE VEHICLE TO SWING INTO OPPOSING TRAFFIC LANES.
4. LINE OF SIGHT CLEARANCE SHALL TAKE INTO ACCOUNT EXISTING/FUTURE LANDSCAPING. A VISIBILITY CONTROL EASEMENT MAY BE REQUIRED.
5. ANGLE OF INTERSECTION, A, SHALL BE AS CLOSE TO 90° AS POSSIBLE, BUT NOT LESS THAN 60° OR MORE THAN 120°.
6. THERE SHALL BE 20 FT. MIN DISTANCE BETWEEN THE EDGE OF THE ROADWAY AND THE STRUCTURE.
7. FOR SITES LOCATED ABOVE 3500 FT. ELEVATION: THERE SHALL BE ONE DRIVEWAY CONNECTION TO A PARCEL; NO CIRCULAR OR SECONDARY DRIVEWAYS ALLOWED. THE DRIVEWAY WIDTH AT THE ROADWAY CONNECTION, EXCLUDING RETURN RADI, SHALL BE 20 TO 24 FT. MAX.
8. SEE PLATE 118 FOR DRIVEWAY APRON AND SLOPE REQUIREMENTS.
9. DRIVEWAYS NOT PERMITTED WITHIN 25 FT. OF INTERSECTING R/W TANGENTS IF AN ALTERNATIVE ACCESS LOCATION IS AVAILABLE.



DEPARTMENT OF PUBLIC WORKS & FACILITIES

COUNTY OF PLACER

ROADWAY CONNECTION

SINGLE FAMILY RESIDENTIAL DRIVEWAY, ROADWAYS ≤ 25 MPH

DATE:
APR. 2016

SCALE:
NOT TO SCALE



PLATE
117



*not constructible
42' radius*

ALVERTS AS NEEDED
ATE DRAINAGE
AD

SEPTIC LEACH FIELD

CEMENT SEPTIC LEACH FIELD
LOCATED ON EAST SIDE OF

RESERVATION AREA

ATE LOCATION OF
INE PER PLACER
RCEL DATA

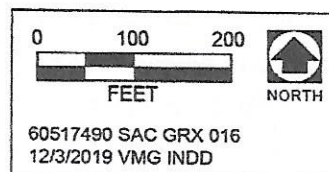
PHASE 1 INCLUDES:

- 50 AUTOMOBILE PARKING SPACES
- 4 ADA PARKING SPACES
- 20 EQUESTRIAN SPACES
- LANDING ZONE
- WATER TANK
- RESTROOM AND SEPTIC SYSTEM
- ENTRY ROAD IMPROVEMENTS AND STREAM CROSSINGS
- TRAIL CONNECTION AND BRIDGE
- WELL

PHASE 2 INCLUDES:

- 48 PARKING SPACES
- 18 EQUESTRIAN SPACES

*where is
FIGURE 3C?*



From: Ginny Barnes <ginnyb4u@gmail.com>

Sent: Thursday, May 14, 2020 3:20 PM

To: Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; Sue Colbert <SColbert@placer.ca.gov>

Subject: [EXTERNAL] Hidden Falls Regional Park Trails Expansion SDEIR

As long time residents of North Auburn I am writing this to disapprove the SDEIR report. It seems the real problems are being over looked and only the good is seen. Many of these problems definitely out weight the good.

* First and foremost to all of us is the potential for fires. There is no immediate access behind our property and since there is only one exit from the park.it would be impossible for everyone to evacuate. The fire could spread so fast we wouldn't even have time to evacuate not to mention losing our home and pets. With that many visitors and pick nickers it wouldn't take much to start a fire.

* Transportation is another major problem. Our roads are narrow with deep ditches, blind curves, blind hills, and people are always driving over the yellow center line, speed is another factor, no one slows down. There is no possible way these roads could handle more traffic. Left and right turn lanes would have to be put in to enter the park but no one has been notified about taking more property for that.

* Traffic is already noisy but add to that all the traffic and noise, from the pick nickers, parties, and loud music. We will never again have our quiet peaceful and private environment we so much enjoy living in our rural area.

* We are all on wells and are concerned about losing our water from the amount of water it will take to supply the park.

* There are people in the immediate area making a living from their property. The park would drastically change that and those who have made their living here for years can't just pack up and move.

* Where there are a lot of people there is a lot of trash which would need to be maintained daily.

* There is also the subject of vandalism, transients, homeless. These things are happening at the Mears entrance so we can't see that they would be any different here.

We're asking you to please consider all of these concerns before any final decisions are made.

Thank you,

John, Ginny, Tim Barnes

5355 Bell Road

Auburn, 95602

From: Ginny Barnes <ginnyb4u@gmail.com>
Sent: Thursday, September 3, 2020 7:12 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls Access

We are so frustrated with your plans to move ahead with your plans with total disregard to all of the residents along Bell Road, Hubbard, and Lonestar among others.
There are so many problems with this project. Wild fires, narrow roads, ranching, our rural life style and MANY others.

John, Ginny, and Tim Barnes
5355 Bell Road

From: Patricia Shaw <ptshaw9@yahoo.com>

Sent: Monday, May 18, 2020 8:39 PM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>

Subject: [EXTERNAL] Please Reconsider Your Plans For New Hidden Falls Access

To:

Placer County Board of Supervisors

To whom it may concern,

We are writing to express our opposition to the plans to expand access to the Hidden Falls park through parking lots and entrances along or near Bell Road. While we do not live in the immediate area of Bell Road, we have many friends who do and we share their concerns, which are many.

Of those concerns there is one that bothers us the most and that is the willingness of the government to simply ignore the citizens who will have their daily lives disrupted the most. Your studies that show little disruption fly in the face of common sense which leads us to conclude that your minds were made up long ago and the studies are just for show.

If you ignore the citizens who actually live in the area and build the proposed expanded access then we strongly suggest that every property owner within at least five miles of Bell Road be given a substantial and permanent reduction in their property taxes. This seems only reasonable since you will have destroyed much of the value of living in this part of the country. Maybe you can recover the lost revenue from the people who use Hidden Falls.

Or, you could drop these plans and try to think of something else. That would restore our faith in local government.

Sincerely,

Grant & Patricia Shaw
Auburn, CA 95603

REVIEW OF SEIR TRAFFIC ENGINEERING STUDY

relating to Modernizing Regional Park Expansion Project

SEIR Traffic Study

Prepared for:

K.O.R.S (Keep Our Roads Safe)
Auburn Valley Property Owners Association
P.O. Box 7993
Auburn, CA 95604-8138

In association with
Protect Rural Placer County

May 18, 2020

Traffic Engineering Review is Authored by:
Grant P. Johnson, TE



This traffic engineering review has been prepared and certified by Grant P. Johnson, TE, Principal. Lic #1453



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EXECUTIVE SUMMARY

PRISM Engineering's Grant P. Johnson, a registered CA Traffic Engineer, was hired by local residents consisting of "K.O.R.S" (Keep Our Roads Safe) and "Protect Rural Placer County" to review the traffic study recently completed and contained in the Hidden Falls Regional Park Trails Expansion Project Subsequent Draft Environmental Impact Report (SEIR) dated February 2020.

The purpose of this review was to examine the quality of the traffic study, its assumptions and procedures, and to also make a personal Traffic Engineer visit to the local street system and personally verify study findings, and investigate the situation independently in the month of April 2020. As a result of that detailed survey which included video survey of road conditions, widths, traffic control, signs and striping, and sight distance for curves, this report was completed to document all findings of significance. Many deficiencies were found in the traffic study itself, such as:

- Trip generation rates for Hidden Falls Regional Park prepared not in accordance with industry standards and procedures to develop trip generation rates as set forth by ITE.
- Intersection levels of service (LOS) were calculated improperly using incorrect data factors for "peak hour factor" which resulted in a much better than actual result.
- Safety relating to critical wildfire evacuation traffic flows was not even mentioned in the report, and is inadequate as it stands, because an EIR must consider safety as an environmental impact according to the most current California CEQA law. The California Environmental Quality Act, also known as CEQA, requires analysis of the potential effects of a project on the environment. CEQA defines "environment" to mean "the physical conditions which exist within the area which will be affected by a proposed project..."
 - This includes "any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, **wildfire risk areas**) as identified in authoritative hazard maps, risk assessments or in land use plans, addressing such hazards areas."

The California Supreme Court also repeatedly noted CEQA's concern for public health and **safety** ("the Legislature has made clear that public health and **safety** are of great importance in the statutory scheme (E.g., §§ 21000) "emphasizing the need to provide for the public's welfare, health, safety, enjoyment, and living environment." In summary, this report documents many situations where the proposed project will severely impact traffic in an emergency evacuation situation (**safety related**), and since Placer County has already identified this problem/risk/hazard in their document **Local Hazard Mitigation Plan Update, March 2016**, with more relevant portions for the study area in: <https://www.placer.ca.gov/DocumentCenter/View/368/Annex-A-City-ofAuburn-PDF>, where **wildfire risk** was ranked in Table A4 as the highest risk to Placer County residents (and as an extension, to those who would come and visit the regional parks).

See <https://www.placer.ca.gov/1381/Local-Hazard-Mitigation-Plan> for more information.

FINDING #1: TRAFFIC STUDY, OVERALL REVIEW SHOWS INADEQUACIES

The procedures used in the Hidden Falls Regional Park Trails Expansion Project traffic impact study were done in accordance with standard traffic engineering practice, with the exception of the trip generation rate development. The study appears to be based on a scope of work that was prepared in accordance with Placer County procedures and methodology for traffic studies, and how traffic analyses are typically performed. Placer County has adopted methodologies for determining the significance of traffic impacts within the context of the Level of Service (LOS) goals established by the General Plan and local community plans. These typical methods include, determining changes to intersection levels of service, as well as roadway segment levels of service. The problem with guidelines is that they often are generic or uncalibrated to local conditions, and do not take into consideration specific details that demand a better or more thorough analysis and review.

That being said, the traffic study's scope of work is deficient to adequately address the very real transportation challenges that exist in an area where wildfire danger and evacuation is ranked by Placer County as the most critical and significant hazard that faces property owners (and users of parks) within the study area defined in the SEIR. Bell Road, which serves as a major connector road and as the only north south alternative to SR 49, is especially constrained for evacuation capacity. If SR 49 were to ever be closed again due to wildfire danger like it was in 2009, Bell Road would face an even more critical evacuation situation because traffic volumes continue to grow on Bell Road due to winery expansions, park expansions, and parking lot construction (such as the proposed Twilight Ride Parking Lot just south of Cramer Road).

For these reasons, the traffic study is deficient to address safety and capacity issues based on an inadequate scope of work. The following paragraphs summarize how these deficiencies need to be addressed. Additional detailed sections of this report address more specific elements of the traffic study review process.

FINDING #2: TRAFFIC STUDY DEFICIENCIES, SCOPE OF WORK DEFICIENT

- **Traffic Accidents at SR 49 and Lone Star Road Intersection were not addressed in the report, and should have been.** The SWITRS database shows that there were four serious injury accidents at this intersection between 2013 and 2017, three broadside and one head-on collision. This is a significant amount of serious injury accidents, and based on the high speed nature of these regularly occurring accidents, the intersection should have been identified as having a significant safety problem, especially in light of how Lone Star Road has low volumes compared to SR 49 mainline volumes (1/30th of the total volume of SR 49). This means that with only a 1000 ADT for Lone Star Road, there has still been one serious accident nearly every year for Lone Star vehicles trying to interface with SR 49 traffic. Table 8 in the SEIR traffic study, Collision Analysis, completely misses this fact as there is only one accident shown on Lone Star Road, and it is not at this intersection. This is because the table and the analysis only looked at road *segment* accidents which are rarer than intersection accidents.
- **Roadway Analyses were based on a generic Daily Volume of traffic**, and did not consider peak hour flow rates, which have been critical in times past, especially in an emergency evacuation. The traffic study should have looked at peak hour roadway segment flows, and not relied on a generic daily

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

volume which is meaningless in a traffic operations context, but only serves as a planning tool for possible road sizing needs.

- **Intersection Analyses for Level of Service (LOS) were not done correctly** to take into account Peak Hour Factors (PHF) which were known (these are shown in the appendix traffic count data), but they were not used. A generic intersection average for the PHF was used. This results in a better-than-real-world LOS calculation, and misses impacts from the project and cumulative traffic calculations.
 - At SR 49 and Lonestar for example, the WB approach delay was shown as 214 delay seconds, an LOS F condition, but *when we recalculated it using the correct PHF for this and all other movements at the intersection, the result was 354 seconds of WB approach delay, almost twice as long, amounting to an average six minute delay for this approach!*
 - The overall delay for all vehicles at this intersection was 5.4 seconds of delay (LOS A) for the SEIR traffic study, but with our corrections this was now 12.6 seconds of average delay (LOS B). This is a significant difference in results because of the use of the wrong PHF. The SEIR traffic study should use the correct PHF data that was contained in the appendix of the traffic study, for each approach and turn move.
- **The study did not analyze Bell Road at Joeger Road, perhaps the most critical and key intersection** for residents in the vicinity, an intersection which has a four way stop control. The traffic study scope should have included this intersection because it is a chokepoint intersection in case of fire evacuation, and more especially because of the proposed large parking lot at the Twilight Ride location which will hold 140 vehicles (40 of them being trucks with horse trailers).
 - **This intersection was critical and significantly failed** during the August 31, 2009 fire evacuations which closed SR 49 north of Bell Road and up to Lone Star Road. Delays in excess of 1.5 hours were typical for drivers using Bell Road southbound from Lone Star Road to Joeger, an unacceptable and dangerous condition because of extreme 3 mph stop and go delays in a time where fire is spreading and could trap and/or kill drivers stuck in traffic.
 - **No changes to the Bell Road and Joeger Road intersection design have been made** by Placer County since that time to ensure adequate throughput and capacity in case of fire or evacuation. **During a fire-related evacuation, this intersection should be considered a dangerous chokepoint**, introducing in excess of one-hour delays for drivers stuck on Bell Road trying to get out to safety.
 - *The traffic study should have addressed this situation and made recommendations for mitigation of the problem.*
- **The SEIR traffic study did not take into account specific vertical sight distance and grade issues.** The Bell Road suggested improvements for the proposed Twilight Ride parking area just south of Cramer Road do not address the vertical sight distance issues and deficiencies, especially for southbound Bell Road traffic traveling at speeds that may be too fast to stop in time. There is a long down-grade and vertical dip in the road that creates a vertical blind spot for southbound Bell Road traffic near the location of the proposed Twilight Ride parking lot driveway. **This vertical sight distance constraint is further aggravated** by the potential for pickup trucks pulling large horse trailers traveling in the southbound direction, and which need twice the stopping distance of an ordinary car. The vertical sight distance on Bell Road southbound to the proposed Twilight Ride parking lot driveway is approximately 600 feet.
 - The speed limit on Bell Road ranges from 35 mph south of Lone Star Road, to 40 mph south of Hubbard Road, but vehicles often go faster, especially because of downhill grades. The

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minimum stopping sight distance for 40 mph *on a flat road* with dry pavement is 325 feet for a normal vehicle. At 55 mph this is 550 feet (as per AASHTO Green Book)¹.

- Adding a 6% downhill grade into the mix *increases* this stopping distance by 40% for 40 mph, and 95% more for 55 mph (see Table 2 AASHTO Green Book).
 - So a car traveling at 55 mph on a grade would need 1000 feet, not 550 feet, and a car traveling at 40 mph on a grade would need 460 feet, not 325 feet.
- Adding a *Truck and Horse Trailer* into the equation increases the stopping sight distance by an additional 54% as per AASHTO. Trucks with trailers have much more difficulty stopping (see Table 6 from AASHTO Green Book). For example:
 - A truck with trailer going 40 mph on a flat road needs 500 feet rather than 325 feet for a car, a 54% increase in distance needed. If there is also a 6% downhill grade like there is north of the Twilight Ride proposed parking lot driveway, 40% more distance is needed, *for a total of 700 feet at 40 mph.*
 - A truck with trailer going 55 mph needs 875 feet rather than 550 feet for a car (54% increase in distance needed). If there is also a 6% downhill grade, 40% more distance is needed, *for a total of 1225 feet at 55 mph.*
- **CONCLUSION: A truck with horse trailer would need at least 700 feet to stop** on southbound Bell Road at a 40 mph speed on the downhill roadway segment of Bell Road just north of the proposed Twilight Ride parking lot driveway. In the event that another vehicle is pulling out of the parking lot, and if they block the road temporarily with a trailer, making a wide and long turn, then oncoming vehicles will need to actually stop to let that vehicle with a long trailer finally completely enter their own lane after crossing the yellow centerline for a time to get completely out of the parking lot. During that maneuver, especially if making a right turn, will block the entire road in both directions in the process. If the speed is higher, then more stopping sight distance is needed. Since there is proposed parking for 40 of these trucks with horse trailers, this could be a significant critical impact to existing sight distance issues on Bell Road, on a regular basis, and should have been discussed and addressed in the SEIR traffic study.
- **The traffic impact metrics used in the Hidden Falls traffic study were not appropriate to measure the true impact of the project, including safety issues**, because the metrics used only look at LOS on low volume roads, resulting typical LOS A conditions with or without the project expansion, even if the park literally doubles the local traffic volumes on some roads. During an evacuation situation, the Twilight Ride parking lot has 140 vehicles that could potentially create a gridlock situation on a roadway that has already experienced near gridlock situation during a wildfire evacuation. This impact needs to be properly addressed, and it was not adequately addressed in the SEIR. Only mentions of a left turn pocket were given, but the vertical sight distance issues and constraints are a real factor in the safety of Bell Road.
 - The real effect of all of the additional traffic, as shown in the TIS are as follows
 - Curtola Ranch Parking: 119 regular spaces, 5 ADA, and 10 equestrian spaces

¹ TABLE 1 AASHTO CRITERIA FOR STOPPING SIGHT DISTANCE (J)

<https://pdfs.semanticscholar.org/81b2/917bee2a0b582674d50dd80ffcad7e0f4985.pdf>

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- Garden Bar Parking: 45 regular spaces, 5 ADA, and 20 equestrian spaces
- Twilight Parking: 96 regular spaces, 4 ADA, and 40 equestrian spaces
- Grand Total of vehicles using the parks = 260 regular vehicles, 70 pick-up trucks with horse trailers, and 14 more spaces for ADA. This is an additional 345 vehicles on the road in addition to the local residents who live there.
- ***Paved Turnouts were suggested as a potential mitigation in the SEIR for Garden Bar Road, but our personal drive through of this roadway indicated a very difficult task to create such turnouts at any reasonable distances,*** and the potential for a complete traffic jam grid lock as very real under evacuation circumstances. Most of the roadway varies between 11 feet wide and 14 feet wide, far below the minimum 18-foot width. PRISM Engineering surveyed these roads and Figure 1A shows some samples of the video survey where roadway widths would only accommodate one direction of traffic. In the PRISM Engineering horse and trailer turn study, the passing constraint was very real even on roads that were approximately 21 to 22 feet road width by comparison. It is certain that Garden Bar Road constraints would be a very real safety and capacity impact to two-way traffic in an emergency, and passing turnouts would NOT be sufficient given that they are proposed to be more than 100 yards apart (400 feet).
 - On Garden Bar Road in most locations, incoming Fire Response vehicles could not pass outcoming residential and Hidden Falls Park vehicles. If many cars are platooning, backing up to a “turn out” may not be possible if other cars are in the way. The result could be catastrophic to human life, let alone property structures if gridlock were to occur and a fire is approaching.
 - Garden Bar Road widths are primarily in the range from 11 to 14 feet, nowhere near the minimum 18-foot widths needed.

FIGURE 1A. SEVERE ROADY WIDTH CONSTRAINTS. LOS ISSUES. SAFETY IN EVACUATION ISSUES.



- ***An Evacuation Plan for Wildfire Scenarios is Needed, but was not addressed in the SEIR traffic study.***
 - The County does not have a specific fire evacuation plan for the area surrounding Hidden Falls Park.
 - The County only provides general warning about ground clearance to structures, how to “harden” your home’s roof, etc., but does not have any advice or program on how traffic would best be directed or flow in an emergency evacuation. ***There is the potential for drivers to end in a gridlock situation without a plan in place.***

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- The traffic study does not address this very real potential hazard.
- The SEIR is deficient because it does not address the safety issue for fire evacuation in this area.
 - ***There has been a previous and critically significant evacuation problem***, a level of service and delay problem, especially for Bell Road traffic at the Joeger intersection and backing up to Auburn Valley Road, but this problem could be replicated elsewhere depending on road closures and redistribution of traffic patterns.
- ***It appears that the trip generation rate, made from a single source set of assumptions, needs to be further clarified and enhanced with more data. Our review shows that the trip rates and distributions are incorrect.***
 - A lot of assumptions were made in the traffic study to develop the Hidden Falls Regional Park trip generation rate. It appears that it was done based on how many permits were issued, a daily volume hose count, and a turn percentage assumption at the intersection of Mears Drive and Mount Vernon Road. This may or may not be accurate since there is also residential traffic that uses this intersection that has nothing to do with the park, but is influenced by traffic patterns from the numerous homes that also share Mears Drive, probably with a higher outbound percentage of traffic flow on Saturday mornings. It did not make sense that the outbound traffic from the park during the peak hour in the morning was higher than the inbound traffic. Table 9 in the SEIR traffic study shows that on a Saturday, the peak is assumed to be 21 cars in and 42 cars outbound. Since this is at 10 am, it does not make sense that most will be leaving when the day is beginning. This needs to be explained or corrected, because it is non-intuitive and does not make sense with other “park” uses in the national industry standard ITE Trip Generation Manual which show the opposite traffic pattern. The ITE Trip Generation Manual shows more trips coming inbound to parks in the morning peak hour, and more trips going outbound in the evening peak hour, whether it be at City Parks, County Parks, or State Parks. They all have this same pattern, but in the SEIR traffic study for Hidden Falls the direction of traffic during the morning peak hour is reversed from the norm and is not consistent with other trip rates for similar uses.
 - The Institute of Transportation Engineers (ITE) publishes trip generation rates based on national averages for similar uses within many categories of land uses (the industry standard). The ITE Trip Generation has specific guidelines on how to develop a new or custom trip generation rate, which requires first to take many different samples at different locations, and use averages. This was not done in the SEIR even though a trip generation rate was custom made. As a result, the trip generation of the project cannot be acceptable in its current form. Building a trip generation rate based on assumptions such as permits issued, is not the industry standard practice.

FINDING #3: TRAFFIC COUNT DATA WAS NOT FULLY UTILIZED IN ANALYSES

PRISM Engineering conducted a new traffic count at the busiest study intersection of SR 49 and Lone Star Road to verify traffic volumes and turning movements. We also examined the appendix data of the SEIR traffic study to see the details of what was collected and what was used.

The SEIR appendix contained the following traffic count sheet for this intersection which spells out the individual PHF for each turning movement. However, in the calculation sheets, only the generic overall average PHF for the whole intersection was used for each of the 12 turning movements. This defeats the purpose of the PHF and actually glosses over the peaking characteristics of the smaller volume turning movements as explained in the paragraphs that follow. Figure 2A below shows this data.

FIGURE 2A. SEIR APPENDIX TRAFFIC COUNT DATA FOR SR 49 AT LONE STAR ROAD.

ALL TRAFFIC DATA

(916) 771-8700

orders@attraffic.com

0090-09

File Name : 16-7716-001 SR 49 & Lone Star Rd

Date : 10/8/2016

City of Auburn

All Vehicles & Uturns On Unshifted

Nothing On Bank 1

Nothing On Bank 2

Unshifted Count - All Vehicles & Uturns

SR 49 Southbound					Lone Star Rd Westbound					SR 49 Northbound					Lone Star Rd Eastbound							
START TIME	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Total	Uturns Total
9:00	1	236	2	0	239	6	0	3	0	9	8	139	4	0	149	3	0	12	0	15	412	0
9:15	5	233	1	0	239	5	2	2	0	9	3	149	1	0	153	1	1	8	0	10	411	0
9:30	1	247	1	0	249	14	0	2	0	16	4	188	7	0	199	0	0	8	0	8	470	0
9:45	1	307	0	0	308	11	0	0	0	11	7	195	4	0	206	3	0	8	0	9	534	0
Total	8	1023	4	0	1035	36	2	7	0	45	20	671	16	0	707	7	1	32	0	40	1827	0
10:00	3	293	1	0	297	9	0	2	0	11	3	225	2	1	231	0	0	11	0	11	550	1
10:15	0	343	4	0	347	8	0	6	0	14	5	196	7	0	208	2	1	9	0	12	581	0
10:30	2	304	1	0	307	13	1	3	0	17	5	239	7	0	251	0	0	11	0	11	586	0
10:45	0	356	4	0	360	9	0	1	0	10	9	239	4	1	253	1	0	9	0	10	633	1
Total	5	1296	10	0	1311	39	1	12	0	52	22	899	20	2	943	3	1	40	0	44	2350	2

Grand Total

0.6% 98.6% 0.6% 0.0%

2346 75 3 19 0 97 42 1570 36 2 1690 10 2 72 0 84 4177 2

Approach %

0.3% 55.5% 0.3% 0.0%

56.2% 1.8% 0.1% 0.5% 0.0% 2.3% 1.0% 37.6% 0.8% 0.0% 39.5% 0.2% 0.0% 1.7% 0.0% 2.0% 100.0%

Total %

AM PEAK HOUR

SR 49 Southbound					Lone Star Rd Westbound					SR 49 Northbound					Lone Star Rd Eastbound							
START TIME	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Total	
10:00	3	293	1	0	297	9	0	2	0	11	3	225	2	1	231	0	0	11	0	11	550	
10:15	0	343	4	0	347	8	0	6	0	14	5	196	7	0	208	2	1	9	0	12	581	
10:30	2	304	1	0	307	13	1	3	0	17	5	239	7	0	251	0	0	11	0	11	586	
10:45	0	356	4	0	360	9	0	1	0	10	9	239	4	1	253	1	0	9	0	10	633	
Total Volume	5	1296	10	0	1311	39	1	12	0	52	22	899	20	2	943	3	1	40	0	44	2350	
% App Total	0.4%	98.9%	0.8%	0.0%		75.0%	1.0%	23.1%	0.0%		95.3%	2.1%	0.2%			6.8%	2.3%	90.9%	0.0%			
PHF	.417	.910	.825	.000		.910	.750	.250	.500	.000	.765	.611	.940	.714	.500	.932	.375	.250	.500	.000	.447	.908

PRISM Engineering conducted a new traffic count at the study intersection of SR 49 and Lone Star Road and found that the northbound through movement of SR 49 during the noon peak hour had a volume of 752 vph. The Hidden Falls Regional Park traffic study had a Saturday peak (10-11 am) of 899. The difference can most likely be attributed to the reduction in volumes on the highway due to the "Stay at Home" guidelines in place for the Covid-19 pandemic. The difference was small actually, resulting in about a 15% reduction in mainline SR 49 through traffic, but with no significant difference to Lone Star Road volumes. The PRISM Engineering turning movements to and from Lone Star Road at SR 49 were as follows:

- NBR=30 vph comparing to 20 vph in the regular SEIR traffic study count.
- NBL=32 vph comparing to 24 vph in the regular SEIR traffic study count.
- The outbound traffic from Lone Star Road EBR was 16 vph compared to 40 vph in the SEIR count, and the EBL was 12 vph compared to 3 vph in the regular SEIR count.

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

Note in Figure 2B below (a close-up of Figure 2A), that on the bottom line of the table there is a row called PHF (Peak Hour Factor), and that there is a PHF for each of the 12 turning movements (the WB approach WBL=0.417, WBT=0.910, and WBR=0.625, and the overall average of all southbound volumes has a PHF of 0.910).

FIGURE 2B. TRAFFIC COUNT DATA FROM SEIR APPENDIX, SHOWING PEAK HOUR FACTORS

AM PEAK HOUR	Lone Star Rd Westbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
START TIME						
Peak Hour A						
Peak Hour F						
10:00	9	0	2	0	11	550
10:15	8	0	6	0	14	581
10:30	13	1	3	0	17	586
10:45	9	0	1	0	10	633
Total Volume	39	1	12	0	52	2350
% App Total	75.0%	1.9%	23.1%	0.0%		
PHF	.750	.250	.500	.000	.765	.928

Also, note that on the far right the overall intersection average of **all** approaches for PHF was shown to be 0.928. In the SEIR only the 0.928 (or 0.93) was used for **all** approaches, even though this was not correct. The same method was used for all study intersections in the traffic study, only using the *overall intersection volume totals* to calculate a PHF, which is not the proper use of the PHF. In fact, there are significant differences in the calculated level of service. The following figure (Figure 2C), is the SEIR capacity calculation for SR 49 at Lone Star Road, using a 0.93 PHF generically overall, resulting in 4.9 seconds of average delay, and 195.6 seconds of delay for the WB approach . This differs significantly from the result when using the actual PHFs as contained in the Appendix of the SEIR.

FIGURE 2C. SEIR INTERSECTION LOS ANALYSIS CALCULATION, SR 49 AT LONE STAR ROAD.

HCM 6th TWSC

EXISTING SATURDAY

1: SR 49 & LONE STAR RD

03/18/2019

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑	↑	↑	↑↑	↑	↑	↑↑	↑
Traffic Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Future Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	60	-	-	60	300	-	200	300	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Approach	EB			WB			NB			SB		
HCM Control Delay, s	26			195.6			0.3			0		
HCM LOS	D			F								

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

Peak Hour factors (PHF) used in SEIR were not what the count data indicated. The SEIR used 0.93 PHF for all turning moves, even though the data shows WBL=0.417, WBT=0.910, and WBR=0.625.

PRISM Engineering re-calculated these numbers to show the significant difference in results that takes place when the proper PHFs are used. Figure 2D shows the revised HCM 2010 calculation using the same traffic volumes, but corrected PHF.

FIGURE 2D. REVISED HCM 2010 LOS CALCULATION USING ACTUAL PHF BY TURN MOVE.

HCM 2010 TWSC

3: SR 49 & Lone Star Rd

05/14/2020

Intersection												
Int Delay, s/veh	12.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗	↘		↗	↘	↗	↗	↘	↗	↗	↘
Traffic Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Future Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	25	-	-	50	400	-	325	200	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	38	25	91	75	25	50	61	94	71	42	91	63
Approach	EB			WB			NB			SB		
HCM Control Delay, s	59			\$ 353.6			0.5			0.1		
HCM LOS	F			F								

The results now show that the EBL is actually at LOS F conditions, and not LOS D as shown in the SEIR. Also, the WBL is shown to have 6 minutes (354 secs) of average delay and not the 3 minutes (196 secs) shown in the SEIR. Also, the overall intersection average went from 5.1 seconds of average delay to 12.5 seconds, more than double, and worsening the overall LOS from LOS A to LOS B.

LOS is calculated with peak **hour** volumes. However, traffic counts are taken with 15 minute intervals, to catch the highest impact. The purpose of the PHF is to determine the impact of the busiest 15-minute period where traffic flows are significantly higher. This is the standard method of calculating LOS, to incorporate an accurate PHF to best represent real traffic peaking conditions, and not to mask the real situation in an hourly average divided by four, by using a higher or default value of PHF. The Hidden Falls SEIR appendix for traffic counts shows that the PHF ranges in counts varies from 0.25 to 0.99, where the calculated LOS is worse with a lower PHF. This could be the difference between LOS D and LOS F as was the case for the calculation in Figure 2D for the EBL movement. In the SEIR, only a single value of PHF was used, an overall intersection average. This is not the industry standard to calculate LOS this way when adequate data is present, but was a decision of the analyst, as the software program allows for a specific PHF for each turning movement (12 total PHFs at a four way intersection). The data in the appendix had the PHF details in the traffic counts, but the actual analysis using averages resulted in much better levels of service.

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

PRISM Engineering conducted a video traffic count of the intersection of SR 49 at Lone Star Road, and these counts (both ground level and aerial views) can be viewed at the PRISM Engineering website URL as follows:

<http://www.prism.engineering/placercountykors.html>

Scroll down to the video entitled: "Aerial View of Traffic Count at: S.R. 49 and Lone Star Road."

These videos show the traffic patterns, and also how difficult it is for vehicles on the side street Lone Star Road, to enter into the SR 49 flow of traffic, or to even cross the road.

FINDING #4: CRITICAL TRAFFIC ACCIDENTS WERE NOT INCLUDED IN REPORT

Four critical severe injury broadside and head-on traffic accidents at the SR 49 / Lone Star intersection were not included or discussed in the report, even though it is one of the study intersections. This omission is critical, because it misses the very serious nature of the danger that currently exists at the SR 49 highway at this location.

SR 49 has a five-lane cross section at the Lone Star Road intersection, and the speed limit on the highway is 65 mph at Lone Star Road (65 mph speed limit from 0.3 miles north of Dry Creek Road all way to Combie Road). The *average* free-flow speed of motorists is around 60 mph (according to Google Maps which regularly samples the speeds of vehicles). However, actual speed limit here is 65 mph. Entering high speed traffic that has 65 mph freeway speeds, from a side street from a dead start, is difficult and dangerous during high peak time periods. Six lanes of traffic must be negotiated, two left turn pockets on SR 49, and four high speed lanes of traffic for the through lanes on SR 49. As stated previously, there have been four (4) *serious injury* accidents at this intersection in the last five recorded years (2013 to 2017)², three broadside collisions, and one head-on collision.

3 min (3.0 miles)

via CA-49 S

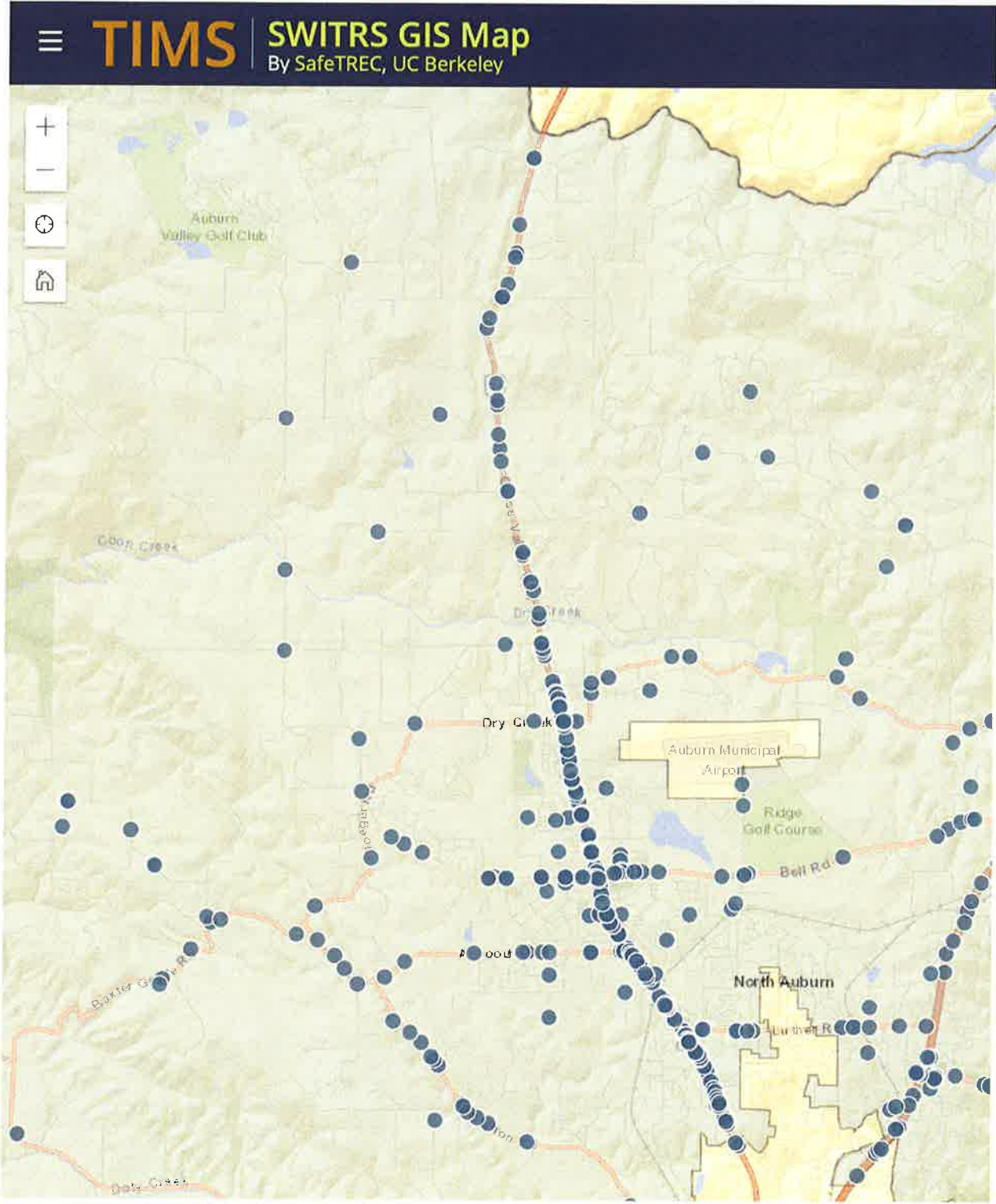
Fastest route, the usual traffic

The high speed traffic mixed with low speed traffic crossing the path of high speed traffic has contributed to four broadside type accidents at this location. Figure 3A shows how many accidents are taking place in the vicinity of the study area, north of Auburn, CA, for the past 5 years. Figure 3B details the accidents which took place on SR 49 in Placer County, totaling 275 collisions (where 9 people were killed, and 386 people were injured).

Several mitigations for the SR 49 Lone Star Road intersection were suggested in the SEIR traffic study, such as a modern roundabout, or a traffic signal installation, however, the funding is not available, and no assignment of mitigation was made for the project. The language in the SEIR states that the traffic impacts from the Hidden Falls Regional Park expansion are significant but unavoidable at the SR 49 and Lone Star Road intersection. This is not to say that the traffic safety impacts are unavoidable, because they are avoidable if proper mitigation is recommended to improve safety, rather than the focus only given to LOS changes at the intersection. Given the fact that there is an average of one significant accident every year at this intersection alone, this indicates that the situation is not safe and requires further mitigation before additional traffic is allowed to further exacerbate the safety deficiency. The accident history for this intersection was not identified or discussed in the SEIR traffic study. Only the roadway segment of Lone Star Road was shown with one accident, but there was no discussion of the intersection accident history.

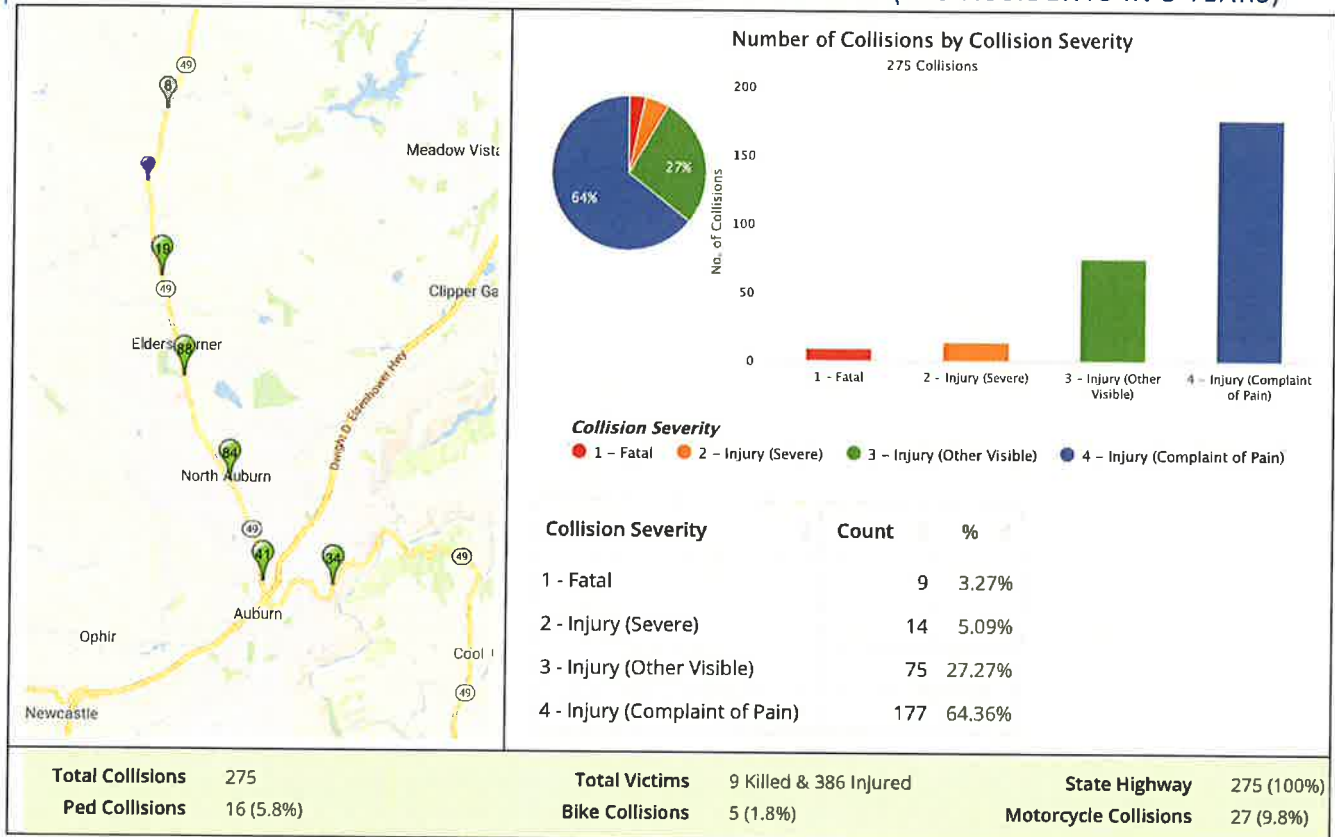
² <https://tims.berkeley.edu>

FIGURE 3A. TRAFFIC ACCIDENTS IN PLACER COUNTY UNINCORPORATED AREAS



Source: TIMS and SWITRS

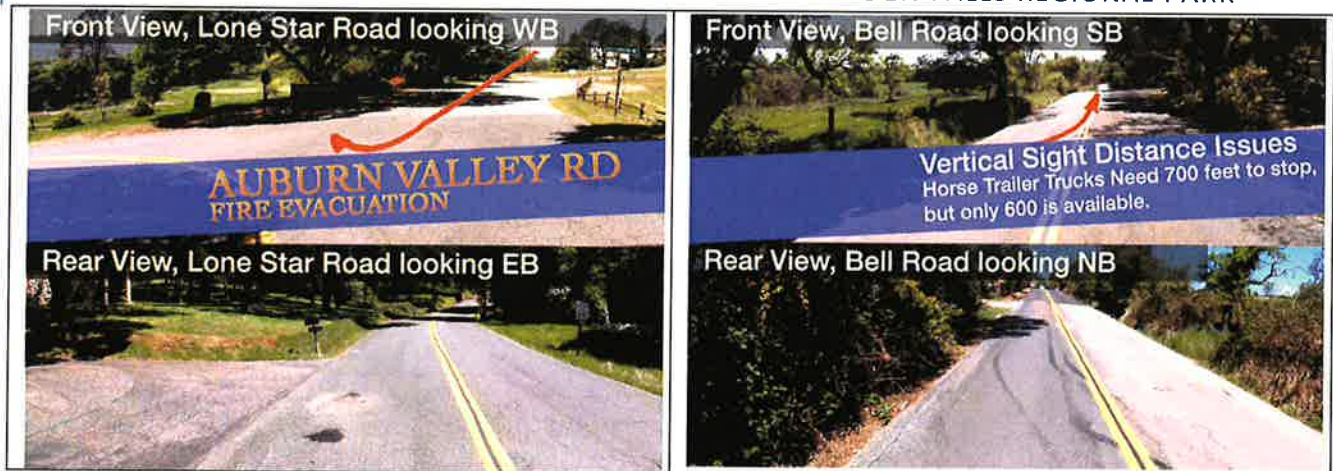
FIGURE 3B. TRAFFIC ACCIDENTS ON SR 49 FROM 2013 TO 2017 (275 ACCIDENTS IN 5 YEARS)



FINDING #5: LOCAL ROADWAYS HAVE SIGNIFICANT CAPACITY CONSTRAINTS TO TRAFFIC FLOWS (I.E. EVACUATION), AS WELL AS SIGNIFICANT HORIZONTAL CURVE CHALLENGES, SIGHT DISTANCE ISSUES.

PRISM Engineering drove all roadways surrounding the Hidden Falls park including SR 49 between Lone Star and I-80, Bell Road, Joeger Road, Cramer Road, Lone Star Road, Atwood Road, Mount Vernon Road, Mears Drive, Mount Pleasant Road, Garden Bar Road, Big Hill Road, Country Club Lane, and Auburn Valley Road. In total, about 40 miles of roadway were driven and documented with video using a roof-mounted camera system, one camera for each direction, to film roadway width variations, the actual condition of pavement (or lack thereof), traffic control devices installed such as signs and signals, pavement markings, and documenting horizontal and vertical sight distance constraints and roadway alignment in general. Figure 4A shows some samples of the kind of information collected with the camera mounted drive through.

FIGURE 4A. VIDEO SURVEY. LOCAL ROADS SURROUNDING HIDDEN FALLS REGIONAL PARK



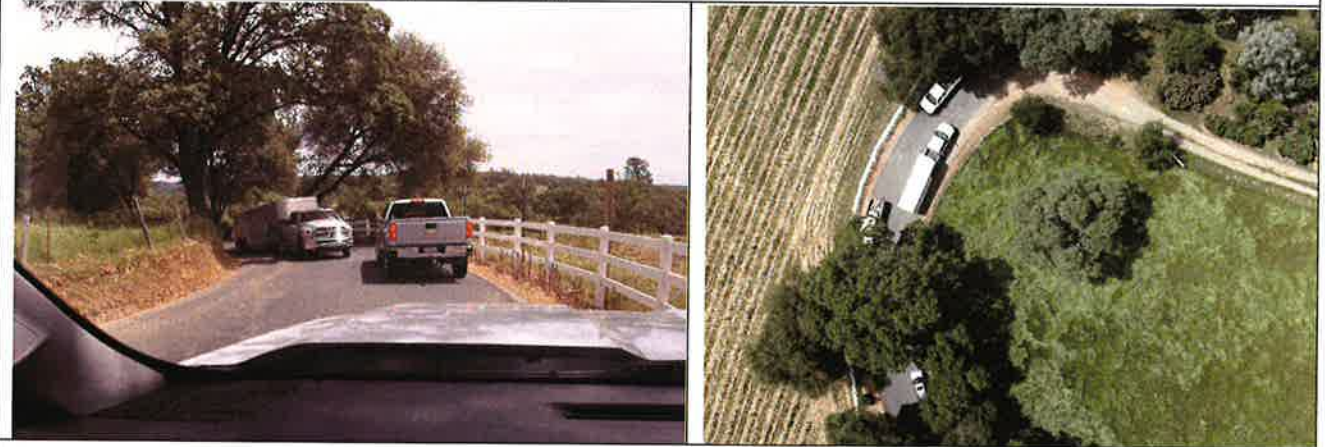
A video was prepared for Bell Road and Lone Star Road (14 minutes). It can be viewed in its entirety at the following website URL: <http://www.prism.engineering/placercountykors.html> and scroll down to the video entitled: "Wildfire Evacuation Drive Through Analysis: Detailed Video Inventory, Commentary." The video shows the various roadway constraints that exist (widths, curves, sight distance, alignment, etc.), as well as where fire evacuation merges will take place. An additional video was prepared to show the extreme constraints to traffic flows that take place at certain sharp turns, which pose unique challenges especially in situations where pickup trucks towing large horse trailers or other large vehicles come into conflict with opposing traffic on a sharp curve. Figure 4B shows some samples of how pickup truck with horse trailer roadway constraints turned out in our survey, and the entire video can be seen at the following website URL:

<http://www.prism.engineering/placercountykors.html> and scroll down to the video entitled: "Horse Trailer, Large Vehicles, and Narrow Road Alignment and Sight Distance Constraints."

FIGURE 4B. HORSE TRAILERS ON NARROW ROADS WITH SHARP CORNERS.



Lone Star Road at Lone Star Valley Road Sharp Corner Intersection.




Cramer Road at Hill Crest Sharp Corner west of Oak Knoll Lane.

This survey was conducted with very minimal traffic volumes, however, if there were a fire evacuation with stop and go traffic, the result could very likely be a traffic grid lock if a turn cannot be negotiated, and if traffic cannot back up to make room, etc.

FINDING #6: CUMULATIVE TRAFFIC TOTALS USED IN SEIR STUDY ARE OK.

The cumulative traffic growth assumptions used in the SEIR traffic study were reviewed in light of available Caltrans traffic count data. The growth rate used in the SEIR was 2% traffic increase each year, for 20 years (a 1.49 factor of growth overall). The growth rate calculated by PRISM Engineering using the Caltrans data in Table 6A below, was also 2% per year for SR 49 north of Bell Road (nearest to the Lone Star intersection with SR 49). Based on this alone, the assumptions in the SEIR for regional growth agree with long-term traffic growth trends. Figure 5A documents the Caltrans traffic counts on SR 49 in the vicinity of Bell Road and past Lone Star Road.

FIGURE 5A. CALTRANS TRAFFIC DATA FOR SR 49 IN PLACER COUNTY, YEARS 2007 AND 2017.



Tabular data of AADT Volumes 2007									
_id	District	Route	County	Postmile	Description	Ahead_Peak_Hour	Ahead_Peak_Month	Ahead_AADT	
2350	3	49	PLA	5.21	LUTHER ROAD	5500	51000	48500	
2351	3	49	PLA	5.86	ATWOOD ROAD	5900	53000	51000	
2352	3	49	PLA	5.99	COTTAGE DRIVE	3950	42000	41000	
2353	3	49	PLA	6.38	AUBURN, BELL ROAD	2750	30000	28500	
2354	3	49	PLA	7.427	DRY CREEK ROAD	2650	29500	28500	
2355	3	49	PLA	10.973	LORENSEN RD	2650	30000	29000	
2356	3	49	PLA	11.373	PLACER/NEVADA COUNTY LINE	0	0	0	

Tabular data of AADT Volumes 2017									
_id	District	Route	County	Postmile	Description	Ahead_Peak_Hour	Ahead_Peak_Month	Ahead_AADT	
2334	3	49	PLA	5.21	LUTHER ROAD	3550	44000	42000	
2335	3	49	PLA	5.86	ATWOOD ROAD	3600	42500	40500	
2336	3	49	PLA	5.99	COTTAGE DRIVE	3600	42500	40500	
2337	3	49	PLA	6.38	AUBURN, BELL ROAD	2950	37000	34700	
2338	3	49	PLA	7.427	DRY CREEK ROAD	2950	34000	32000	
2339	3	49	PLA	10.973	LORENSEN RD	2850	32000	30700	
2340	3	49	PLA	11.373	PLACER/NEVADA COUNTY LINE	0	0	0	

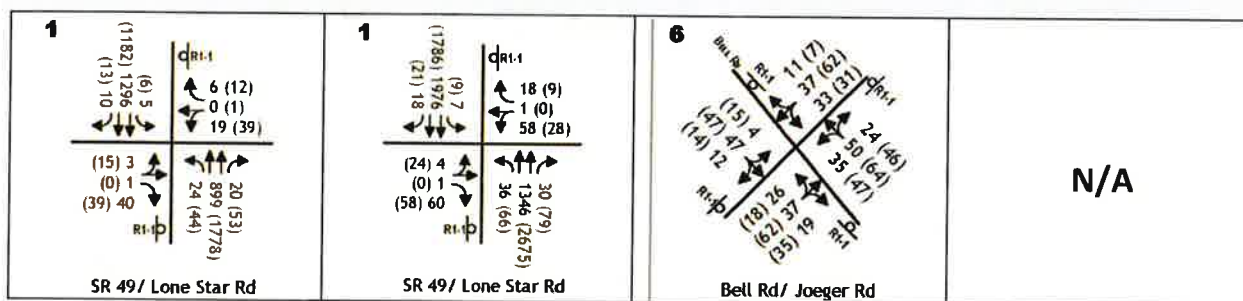
<i>Percent increase 10-year growth, north of Bell Road</i>							23%	22%
<i>Yearly growth rate, north of Bell Road</i>							2%	2%

The Caltrans traffic counts for SR 49 in Placer County just north of Bell Road shown in the above table indicate that the annual growth rate is approximately 2% per year. For a 20 year period this calculates to a growth factor of 1.49 overall. This matches the growth used in the SEIR traffic study as shown below in Figure 5B for intersection counts at the critical intersection of SR 49 at Lone Star Road, where the future cumulative volumes are consistently 1.49 times the existing volumes (see Table 5B below). The growth rate of traffic on SR 49 is a reliable indicator of regional growth rates in the area, and multiplying the existing traffic counts by 1.49 to represent the future is consistent with Caltrans' database of traffic count growth for the same facility.

FIGURE 5B. CUMULATIVE TRAFFIC GROWTH CHECK.

Existing Levels:	Cumulative Levels:	Existing Levels:	Cumulative Levels:
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TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY



Source: Figure 10 and 11 from SEIR Traffic Study for Hidden Falls, and from Placer County Winery TIS

From the Caltrans data in Figure 5B above, obtained from the Caltrans Data Portal³ a 10-year growth rate for traffic counts can be determined using traffic counts from the Year 2007 and 2017.

FINDING #7: CUMULATIVE IMPACTS FROM PROJECT NOT MITIGATED

From the SEIR traffic study summary of cumulative impacts, the resulting language was the same for the SR 49 intersections at Lone Star Road and Cramer Road: The Hidden Falls Regional Park expansion project would create a **significant and unavoidable impact**. This conclusion that it was “unavoidable” was based on the fact that there are no current funding sources to install a roundabout or a traffic signal to mitigate the LOS F and LOS E unsatisfactory conditions, and that the project bears no direct responsibility for mitigation. If no funding source is available, and a signal is not installed, because of the very real potential safety hazard at this intersection (since delays are already at the 6 minute level for side street Lone Star approaches, and serious injury broadside accidents are happening nearly every year at this intersection), the approval of the project should be denied until such safety problems are mitigated sufficiently, rather than exacerbate an already unsafe condition.

The extreme delays for the existing condition are unacceptable and unsafe. Accidents are happening. The cumulative traffic volumes are being projected to be 1.49 times higher in 20 years (factored for growth), and will make the side street delay for Lone Star Road extremely excessive, causing drivers to take more chances and perhaps make very unsafe entries into SR 49 traffic, crossing multiple lanes of traffic in the process. It is estimated that traffic accidents will most likely double in frequency in the future if no mitigation is installed.

Tables 13 and 19 in the SEIR traffic study are included here in Figure 5C, so that an easy comparison of existing plus project and cumulative plus project conditions for the two critical intersections on SR 49 can be made. It can be seen that the change in LOS and delay from existing to cumulative is significant, going from 110.3 delay seconds overall, to nearly double that at 197.2. The eastbound approach delay tripled in the future from 120 to greater than 300 seconds delay. This unacceptable condition was not mitigated due to lack of funding. Building the Hidden Falls Park expansion should be conditioned upon installing two traffic signals to mitigate the LOS F

³ <https://data.ca.gov/dataset/annual-average-daily-traffic-volumes>

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traffic impacts of the Lone Star Road and Cramer Road intersections. In the case of a wildfire, local residents would NOT be able to exit Lone Star Road or Cramer Road with any efficiency if a signal is not installed that could provide some priority access in the case of a fire, or at least eliminate the 6 plus minute delays projected for these locations.

FIGURE 5C. EXISTING PROJECT IMPACTS COMPARED TO CUMULATIVE IMPACTS.

TABLE 13 EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE										
#	Location	Control	Weekday PM Peak Hour				Saturday Peak Hour			
			Existing		EX Plus Project		Existing		EX Plus Project	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	SR 49 / Lone Star Road (overall)	EB/WB Stop	(106.3)	(F)	(110.3)	(F)	(93.4)	(F)	(101.2)	(F)
	Eastbound approach		103.5	F	120.2	F	26.0	D	31.2	D
	Westbound approach		>300	F	>300	F	195.6	F	298.8	F
	Northbound left turn		11.9	B	12.0	B	12.9	B	13.3	B
	Southbound left turn		16.5	C	16.6	C	10.2	B	10.3	B
2	SR 49 / Cramer Road (overall)	EB Stop	(15.6)	(C)	(16.9)	(C)	(13.0)	(B)	(15.5)	(C)
	Eastbound approach		18.8	C	20.05	C	14.6	B	17.9	C
	Northbound left turn		11.3	B	11.5	B	11.8	B	12.3	B

TABLE 19 CUMULATIVE PLUS PROJECT INTERSECTION LEVELS OF SERVICE										
#	Location	Control	Weekday PM Peak Hour				Saturday Peak Hour			
			Cum Base		Cum Plus Project		Cumulative		Cum Plus Project	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	SR 49 / Lone Star Road (overall)	EB/WB Stop	(192.0)	(F)	(197.2)	(F)	(174.8)	(F)	(229.3)	(F)
	Eastbound approach		>300	F	>300	F	>300	F	>300	F
	Westbound approach		>300	F	>300	F	>300	F	>300	F
	Northbound left turn		18.9	C	19.3	C	22.1	C	24.2	C
	Southbound left turn		33.6	D	33.8	D	13.1	B	13.2	B
2	SR 49 / Cramer Road (overall)	EB Stop	(30.9)	(D)	(36.6)	(E)	(21.5)	(C)	(30.3)	(C)
	Eastbound approach		42.0	E	50.0	E	23.0	C	37.3	E
	Northbound left turn		17.3	C	17.7	C	20.9	C	22.9	C

Source: SEIR, Hidden Falls Regional Park TIS

FINDING # 8: HIDDEN FALLS PARK TRIP GENERATION RATE IS NON-STANDARD

This task reviewed the potential amount of traffic that is expected from the Hidden Falls Regional Park expansion project. The traffic study used trip generation rates developed specifically for the project, with no references to any national sources or averages. These trip rates were based on a daily total of traffic factored down to a peak hour number, and the inbound and outbound split were derived from a sampling in the field. This method was based on what is happening, in what appears to be only one survey, at the Mears entrance to the Hidden Falls Regional Park.

A lot of assumptions were made to develop this trip generation rate, and it appears that it was done based on how many permits were issued, a daily hose count, and a turn percentage at the intersection of Mears Drive and Mount Vernon Road. This may or may not be accurate since there is also residential traffic that uses this intersection that has nothing to do with the park, but may be mostly related to the traffic patterns of the numerous homes that also share Mears Drive, probably with a higher outbound percentage of traffic flow. It appears that the trip generation rate, made from a single sourced set of assumptions, needs to be further clarified and enhanced with more data, to bring it to industry standards since there are similar uses in the United States.

The Institute of Transportation Engineers (ITE) publishes trip generation rates based on national averages for similar uses within many categories of land uses. Their guidelines to develop a new or custom trip generation rate, which was done in the SEIR traffic study for Hidden Falls, is to take many different samples at different locations, and use averages. Building a trip generation rate based on assumptions is not the industry standard.

to determine how much of the project's traffic is assumed to be operating during the peak hours. The problem with that approach is that the project's traffic is not expected to be even significant during the typical peak hours of the surround street system, so the analysis is not entirely helpful to properly determine the worst case impacts, and what hundreds of additional vehicles means to a road system that cannot currently adequately handle outgoing evacuation traffic without delays in excess of one hour. During a fire situation, this is critical and potentially catastrophic to life if the fire happens to jump the road with cars stuck in a stop and go traffic jam. Figure 6A shows the trip generation for the project as shown in the SEIR.

FIGURE 6A. TRIP GENERATION ASSUMPTIONS FOR PROJECT

TABLE 9 HFRP EXPANSION SATURDAY TRIP GENERATION ESTIMATE													
Location	Parking Spaces				Permits Available ¹	Trips per Permit			Trips				
	Regular	Equestrian	ADA	Total		Daily	Saturday Peak		Daily	Saturday			
							In	Out		Total	In	Out	Total
Proposed Project													
Twilight Ride	96	40	4	140	232	2.58 ²	33%	67%	0.27 ³	599	21	42	63
Harvego	119	10	5	134	222					573	20	40	60
Curtola Ranch Rd										108	4	7	11
Mears										258	9	18	27
Private	57	0	3	60	100					1,538	54	107	161
Total	297	50	12	359	596								
Trips caused by turn-away's without permit ⁴										167	9	9	18
Project Total										1,705	63	116	179
Prior Approval not yet Constructed													
Garden Bar (Prior approval)	45	20	5	70	116	2.58	33%	67%	0.27	299	11	21	32
Trips caused by turn-away's without permit ⁴										32	2	2	4
Previously approved total										331	13	23	36
Total of Proposed Project Plus Prior Approval not yet Constructed													
Total	342	70	17	429	712					1,837	65	128	193
Trips caused by turn-away's without permits ⁴										199	11	11	22
Grand Total with turn-away's										2,036	76	139	215

¹ based on 187 Saturday permits offered at Mears for 113 parking space capacity = 1.66 permits per space.

² based on 348 daily trips at Mears on divided by 135 permits issued on June 16, 2018 = 2.58 trips per permit. The observed daily volume includes the effects of automobile – trailer combinations with multiple axels that would overstate actual vehicle trips, as well as the effect of staff travel, but no adjustment has been made in order to produce a conservative estimate.

³ based on observed peak hour percentage of daily and directional split observed at Mears entrance.

⁴ assume 1/3 the current turn-away rate observed at Mears due to increased knowledge of reservation system and improved cellular phone coverage. The current rate was 58 turn-away's out of 135 permits issued or 43%. One Third is 14%. Assume two daily trips per turn-away,

Figure 6A shows that the Saturday “peak” traffic (assumed to be 10am to 11am based on data in the SEIR appendix which states the Saturday peak hour is 10am-11am) is only expected to be a small fraction of the total parking lot capacity. For example, at the proposed Twilight Ride parking lot with 140 spaces, the peak hour assumption is that only 21 vehicles will arrive out of a possible of 140 spaces available. This is only 15%. Also, Table 9 shows that on a Saturday, the peak is assumed to be 21 cars in and 42 cars outbound. Since this is at 10 am, it does not make sense that most will be leaving when the day is beginning. This needs to be explained or corrected, because it is non-intuitive and does not make sense with other “park” uses in the ITE Trip Generation Manual which show more trips coming inbound in the morning peak hour, and more trips going outbound in the evening peak hour at City Parks, County Parks, and State Parks. They all have this pattern, but in the SEIR traffic study for Hidden Falls the direction of traffic during the morning peak hour is backwards based on numerous other trip generation rates for various kinds of parks.

FINDING #9: LOCAL STREETS UNDERPREPARED FOR EMERGENCY EVACUATION

PLACER COUNTY IDENTIFIES WILDFIRE AS THE HIGHEST RISK/HAZARD IN THE AREA⁴

Specific Roadway Capacity in an Emergency Evacuation. When many drivers converge onto a street at the same time, such as would take place when emergency evacuation phone call instructions are sent to all residents in an area during a wildfire emergency, the roadway conditions are no longer typical. Since wildfires are ranked as the highest priority of SIGNIFICANCE by Placer County, and since the possibility is also ranked as LIKELY, with the potential ranked as CATASTROPHIC, this roadway condition should be of the highest priority. Much more important than making sure an intersection operates at LOS A conditions during the typical peak hour. Since all intersections on the local roads are currently operating at LOS A conditions, this is not the best metric to be using to determine the need for safety in travel, especially in an emergency where evacuation is required and mandated. The roadways and intersections much be designed to be compatible with a proper Traffic Control designed to move the maximum volume of traffic, and with the minimum of delays caused by stop and go conditions.

When vehicles are forced to wait up to 15 seconds each at a stop sign controlled intersection, this severely limits the throughput of vehicles to about 240 vehicles per hour. This is even less when trucks with horse trailers are factored in, since deceleration and acceleration are less efficient. Bell Road from Auburn Valley Road to Joeger Road is approximately 4.1 miles. The speed limit is 35 mph from Lone Star Road to Hubbard Road, and then increases to 40 mph from Hubbard Road to Joeger Road. If a vehicle travels at 35-40 mph this trip would normally take about 7 minutes. This is assuming there are very few vehicles on the road and speeds are uninhibited. However, during an emergency evacuation the volume of traffic that hits the road increases dramatically, especially to Bell Road as the main alternative to SR 49. This total can be well over 400 vehicles (assuming only ONE vehicle per residence leaves) and even much higher with the expansion of the Hidden Falls park and installing a large parking lot at the Twilight location (100 more cars, and 40 more trucks with horse trailers for 140 more vehicles in the mix, say, 550 vehicles at a minimum).

How Long is this Line of Traffic? A long line of traffic consisting of 550 vehicles approaching Bell Road, with each regular vehicle occupying 30 to 40 feet of roadway space in stop and go conditions, and trucks with horse trailers taking up 60 to 70 feet each... it can be assumed that an average of 50 feet of roadway space per vehicle is used, and that such a line of traffic trying to get out would exceed 27,500 feet in length, or about 5.2 miles. Without the Twilight Ride parking lot vehicles (140), this would lower to about 400 vehicles, or 3.8 miles, which represents the existing condition and road length of Bell Road from Auburn Valley Road to Joeger Road. This length of traffic actually matches the observed descriptions from residents who live in Auburn Valley HOA and who said they traveled in stop and go conditions from Lone Star Road to Joeger Road and that it took 1.5 hours to make the 4

⁴ <https://www.placer.ca.gov/DocumentCenter/View/368/Annex-A-City-ofAuburn-PDF>

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mile trip. This is an unacceptable and dangerous condition that the County has not planned for, and if additional vehicles are added due to Hidden Falls Park expansions, and more especially adding the Twilight Parking Lot, the situation becomes significantly worse compromising safety for evacuations. Local residents are also having insurance companies cancel their insurance policies because of the high risk and the insurance company's lack of motivation to write the policies. The insurance companies are also aware of the previous evacuation situation that happened in 2009, and the County has not made any plan or mitigation of this situation.

In the 2009 wildfire, traffic on SR 49 was closed south of Lone Star Road and north of Bell Road, a 4 mile section. This closure caused traffic from homes to the west of SR 49 to have to use Bell Road to escape the fire. There are 140 residences in Auburn Valley HOA alone, and with Lone Star Road traffic feeding into Bell Road at the intersection with Auburn Valley Road, this has the potential to add 200 more vehicles even before Bell Road reaches Cramer Road, for a total of 340 vehicles at that point. When Cramer Road traffic is added in, the volume increases approximately 200 more totaling more than 500 vehicles trying to enter the Joeger Road intersection going south from Bell Road. Joeger Road was also closed to SR 49, so all residences in the area feeding into Joeger Road were forced to go to Bell Road to continue south towards I-80 for evacuation. The Joeger Road corridor has several hundred more homes and parcels that feed into it as seen in Figure 6A. This parcel map information was obtained from Placer County's online parcel map system⁵.

PRISM Engineering built a computerized microsimulation traffic model (using SimTraffic) to simulate the all-way stop control at the Bell Road and Joeger Road intersection for the scenario of wildfire evacuation. According to the Traffic Engineering science, only 240 cars and trucks per hour on southbound Bell road can actually pass through the intersection with Joeger Road. The same is true for all other Joeger Road approaches as well, because of the stop and go delays. These are shown in the microsimulation animated model of traffic flows in a video created by PRISM Engineering (see Figure 6B for sample output from this model). A video showing the results of this model can be watched at:

<http://www.prism.engineering/placercountykors.html>

and scroll down to "*SIMTRAFFIC MODEL: Bell Road at Joeger Road During Wildfire Evacuation.*"

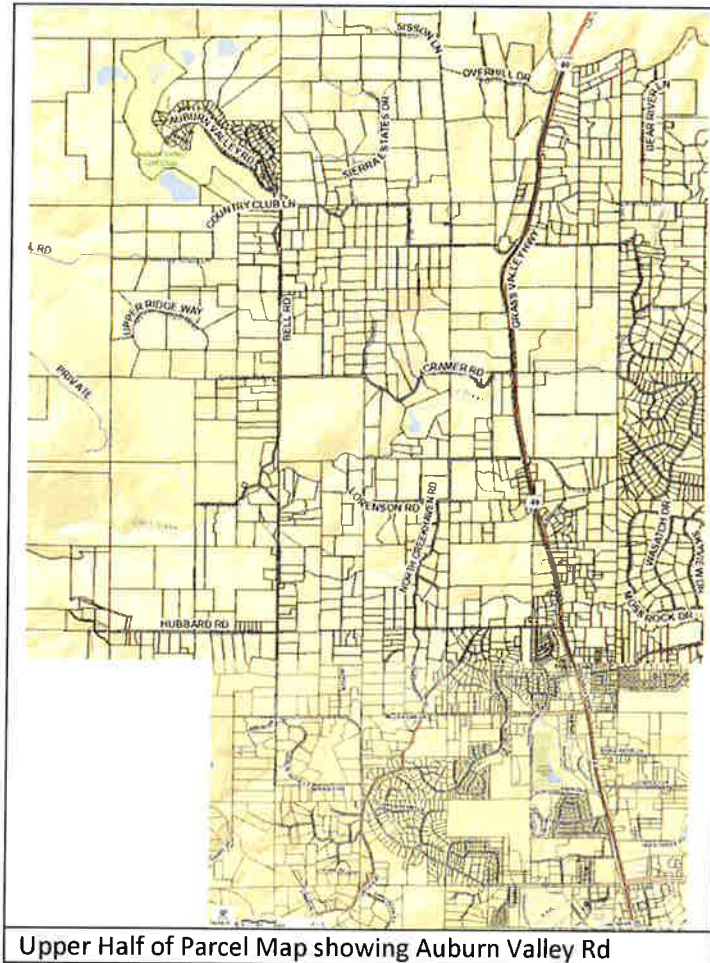
This model had results that validate the anecdotal statements from local residents who actually experienced the 3 mph stop and go conditions on Bell Road from Auburn Valley Road down to Joeger Road during the wildfire evacuation. After the Joeger Road intersection chokepoint where three approaches converged to southbound Bell Road, the vehicle stop and go situation diminished, and the roadway speeds normalized to the regular speed limit as Bell Road approached SR 49, because the capacity of Bell Road is much higher south of Joeger Road near SR 49.

FIGURE 6A. PLACER COUNTY PARCEL MAP, BETWEEN LONE STAR RD & JOEGER RD

⁵

http://maps.placer.ca.gov/Html5viewer/Index.html?configBase=http://arcgis/Geocortex/Essentials/REST/sites/LIS_Public/viewers/LIS_Base-Public/virtualdirectory/Resources/Config/Default

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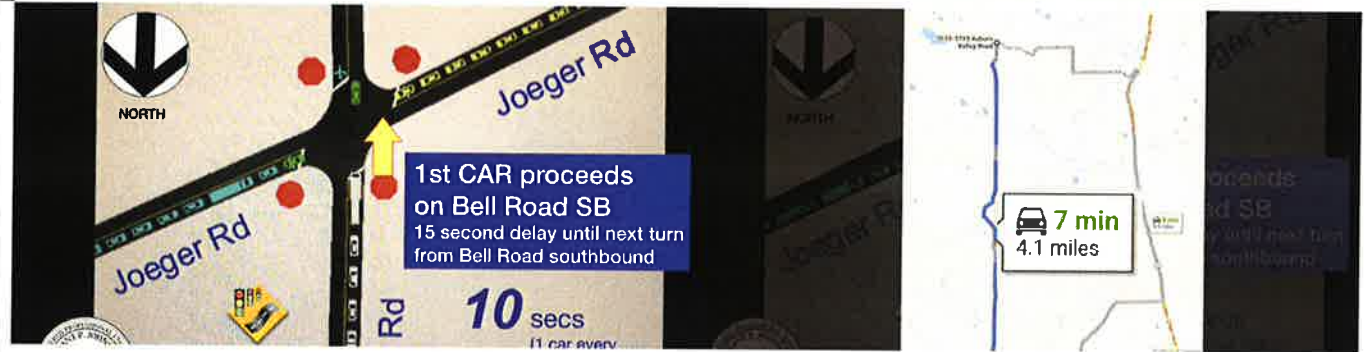
SOLUTIONS?

In order to address this stop and go critical situation for evacuation conditions on Bell Road between Auburn Valley / Lone Star Road on the north and Joeger Road on the south, the intersection needs to be redesigned.

Roundabout? A roundabout is a bad idea, because it would favor Joeger Road WB traffic only, and cause Bell Road SB and Joeger Road EB to be delayed indefinitely.

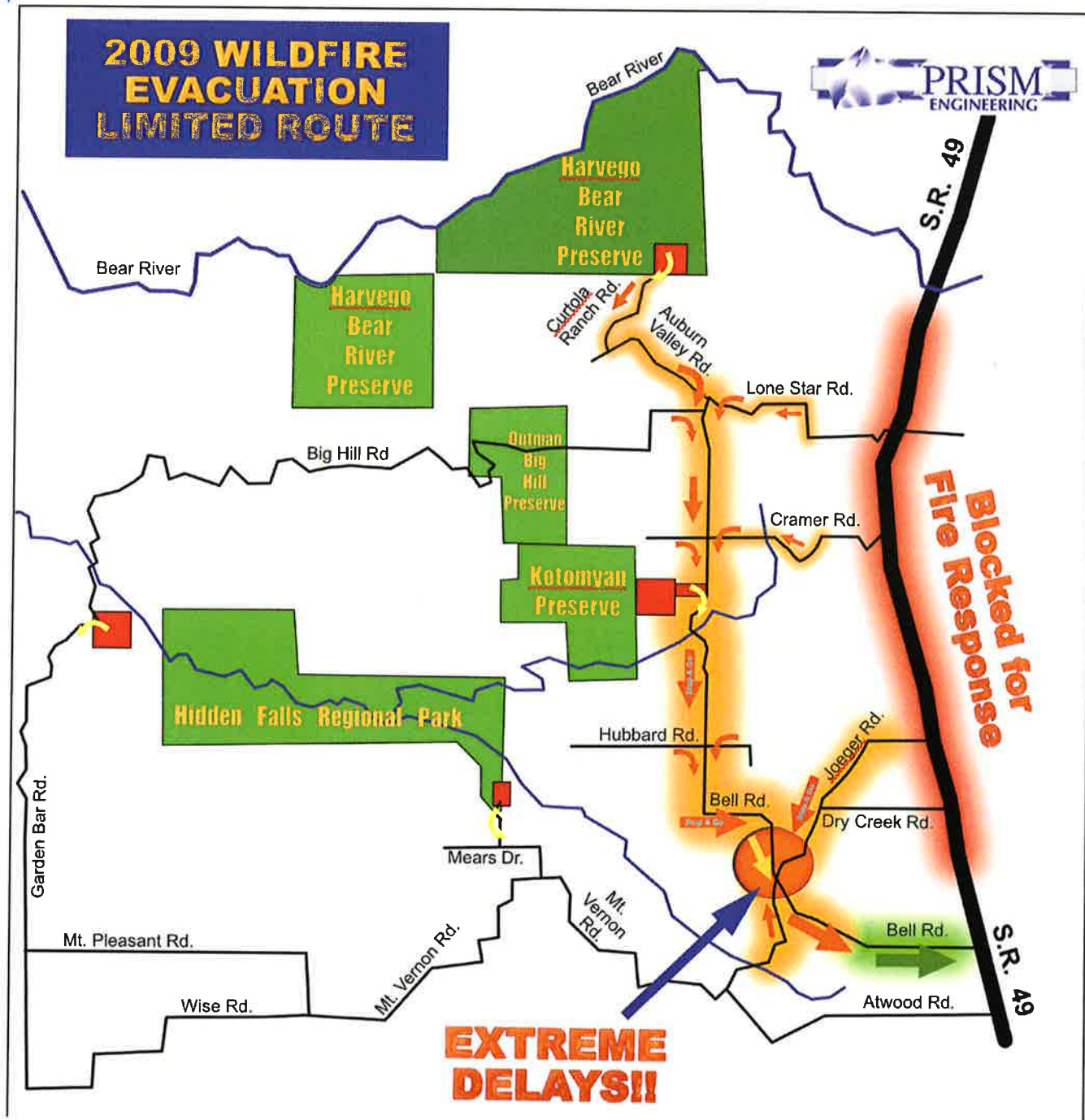
Traffic Signal? The volume of traffic at this intersection does not meet the standard warrants of minimum volumes to install a signal. The cost of a traffic signal is also very high. It would only offer better throughput, but would not add any additional lane capacity, which is needed the most.

FIGURE 6B. SIMTRAFFIC MICROSIMULATION MODEL, WILDFIRE EVACUATION AT BELL RD & JOEGER RD. 4 CARS / MIN THROUGHPUT, ONLY 240 VEHICLES PER HOUR, BUT DEMAND IS 400+



The microsimulation results using SimTraffic software indicate that only 240 cars per hour can get through the Joeger Road intersection during a wildfire evacuation scenario. This was also verified independently from anecdotal observations of 3 mph stop and go conditions back in 2008 during the wildfire that closed SR 49 during the fire. If only 240 cars per hour can get out, then mitigations and alternative solutions are needed to prevent this delay. The last thing to do to this road is add two new parking lots for the park expansion that would hold nearly 300 vehicles, to add to the 400 demand that is already there. This would make the total volume 700 vehicles trying to get out in case of fire, and this would be nearly a doubling of traffic volume that was already a serious danger and problem. Figure 6D has been prepared to show what the specific evacuation constraints are for Bell Road at Joeger Road during a wildfire evacuation and where SR 49 is closed.

FIGURE 6D. 2009 WILDFIRE EVACUATION FLOWS AND CONSTRAINTS



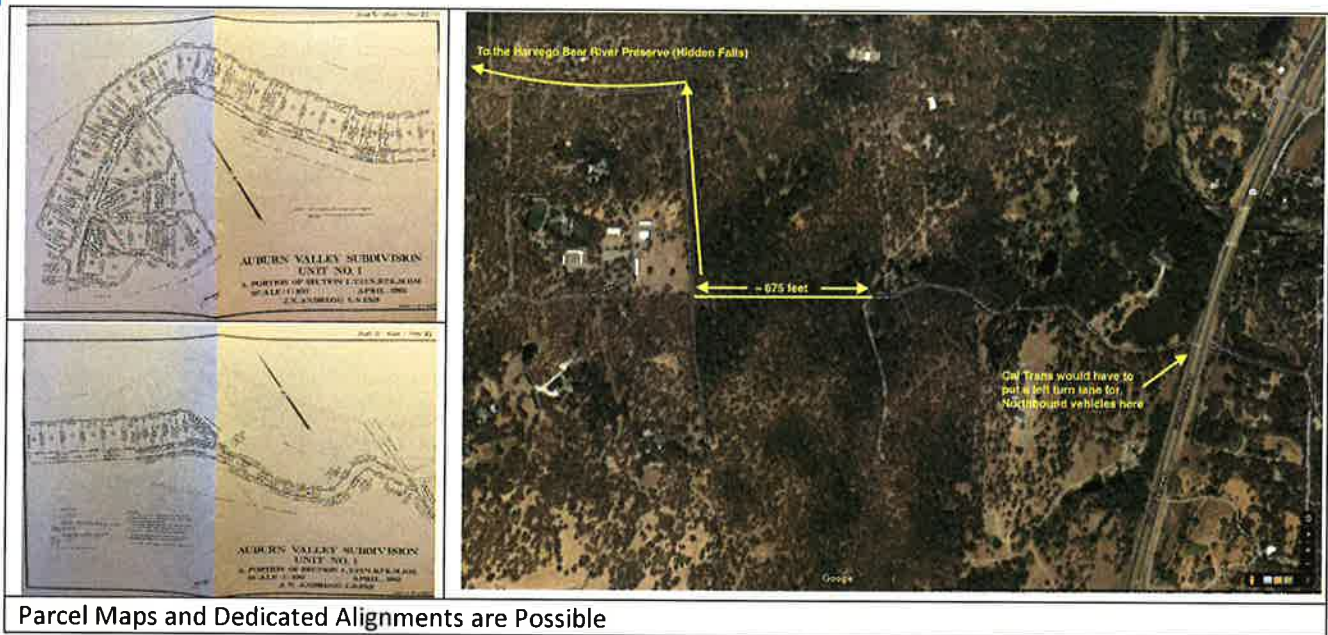
Prepared by PRISM Engineering

FINDING #10: THERE IS A VIABLE ALTERNATIVE ACCESS TO THE HIDDEN FALLS REGIONAL PARK EXPANSION, TO AVOID IMPACTING BELL ROAD EVACUATION

The County did not seek for project-related solutions to the safety and emergency evacuation problem that now exists in the County, a condition that has been identified by the County as the most significant and potentially catastrophic emergency situation in the County. Solutions to lessening these fire evacuation impacts are imperative, and since viable alternatives to the proposed parking locations are possible, these should be planned and further explored. A parking lot that creates dangerous impacts to wildfire evacuation procedures should be eliminated if possible.

It is possible to adjust the plan for the Hidden Falls Regional Park expansion to avoid impacting Bell Road unnecessarily. It is possible to have an alternative access road from SR 49 north of Lone Star Road at Overhill Drive. Figure 6E shows a potential alignment for this route connecting SR 49 to the Harvego Bear River Preserve lands, where additional parking can be installed, and this takes much of the impact away from Bell Road, which is already over-capacity for emergency evacuation, serving literally several hundreds of homes.

FIGURE 6E. ALTERNATIVE ACCESS TO HIDDEN FALLS REGIONAL PARK EXPANSION



There is already an offer of dedication for these parcels to make the new access road possible.

The development of a more direct access road, as well as higher levels of parking to the north in the Harvego Bear River Preserve lands, would help to minimize the impacts to the local road system on Bell Road and Mt. Vernon Road, as well as Dog Bar Road. It would take the impact of the project directly to SR 49, and a signal would most likely be warranted, mitigating the traffic impact with a single location for future parking spaces.

The concept plans to expand parking at the locations as shown in the SEIR would be a significant and severe impact to traffic and local resident safety under an emergency wildfire evacuation order, especially to Bell Road.

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The capacity of the local roads is already severely and dangerously limited for these scenarios, and has failed previously. The problem is already known and identified as potentially catastrophic in the Placer County risk management plans. Significantly increasing the number of vehicles to the local roads, in light of an evacuation scenario is not acceptable. There are other issues as well having to do with horizontal and vertical sight distance constraints, as well as narrow roads that restrict two-way traffic. The sub-standard road widths in the area are numerous.

FINDING #11: CURTOLA RANCH ROAD PARKING SPACES WILL SIGNIFICANTLY ADD TO THE WILDFIRE EVACUATION PROBLEM, AND IS A CEQA SAFETY IMPACT TO THE ENVIRONMENT.

One of the proposed parking lots for the Hidden Falls expansion is located at the end of Curtola Ranch Road and



across an earthen dam (not engineered for traffic, especially heavy traffic). The earthen dam has only one lane and is shown in the figure to the left. The dam is on the left edge of the large pond, connecting with Curtola Ranch Road on the south side of the pond. If the engineering challenges were the only problem, this wouldn't be so bad, but the very location of this proposed parking lot places any emergency evacuation pathway directly merging with Bell Road.

The proposed parking lot at this location on the north side of the earthen dam is for 119 regular spaces, 5 ADA, and 10 equestrian spaces.

The location of this parking lot should be eliminated as an alternative, as it will create a dangerous impact to wildfire evacuation, which requires exiting to Bell Road only, which was severely over-capacity in the last wildfire, with over 1.5 hour delays. By adding the proposed Twilight Ride and Curtola Ranch parking lot vehicles into the mix of an already failing condition, the

impacts are potentially catastrophic to life itself, as the 1.5 hour unacceptable previous evacuation delays would most likely increase to 3 hours, and many motorists would not make it out in time with a fast spreading fire.

FINDING #12: TWILIGHT RIDE PROPOSED LEFT TURN POCKET IS DEFICIENT.

The SEIR traffic study recommends that a left turn lane will be required at the Twilight Ride site. The study further states that 75% of the Twilight Ride parking supply could be created before a left turn lane was needed. This may or may not be true, but based on Finding #8 on Trip Generation Issues, it is likely that the turn pocket would be needed much sooner since the assumptions for “need” were based on an assumed level of traffic going in and out of the parking lot area (which in our view are likely way underestimated, See Finding #8 for more detail).

The SEIR study further states that “the Highway Design Manual states that the entry bay taper should be long enough to accommodate storage for a two-minute accumulation of turning cars, or a minimum of two vehicles. A full 40 mph design would have a bay taper and lane that totaled 365 feet. In addition to the lane itself, a transition area is needed at each end to create the lane. Depending on whether the lane is created by widening on one or both sides of centerline, these transitions are 320 or 160 feet long for 40 mph design.”

Conclusion: a 365 left turn pocket plus a 320 foot long road-widening taper would be needed most likely on the east side for northbound traffic, for a total distance of about 700 feet back of the Twilight Ride parking lot entrance. Our field survey of the location, as well as our video recorded drive through shows that there are significant horizontal and vertical sight distance constraints for northbound Bell Road traffic starting at 700 feet south of the proposed parking lot driveway. It is our view that based on the trip generation probability that the left turn pocket would be needed on opening day. The horizontal and vertical sight distance constraints for northbound Bell Road traffic related to the proposed left turn pocket are as follows:

The roadway at this point is at the end of a horizontal curve to the right, then 350 feet later, the roadway meets a crest and the road ahead cannot be seen from before this point, so there is only 350 feet of stopping sight distance (for cars coming out of parking lot). The crest on Bell Road at that midpoint of the left turn pocket and taper is also on a horizontal curve to the left, so that a driver can not completely see ahead because of trees and bush obstructions to sight on the left or west side of the road before the driveway location. These obstructions do not disappear until a vehicle is only 250 away from the driveway. Previous Finding #2 stated that *A truck with trailer going 40 mph* on a flat road needs 500 feet. This would mean that there is not sufficient stopping sight distance available at this location, and it is a poor location to install a parking lot given the vertical and horizontal sight distance constraints (not within AASHTO Green Book standards or Caltrans Highway Design Manual standards for stopping sight distance), or even within roadway grade constraints which were not even added in here. If grade is also considered for the minimum 6% grade that exists in the southbound direction of Bell Road approaching this proposed driveway, once again stopping sight distance becomes an issue for trucks with trailers.

ABOUT THE AUTHOR

Grant P. Johnson is a private consulting civil engineer, specializing in traffic engineering, who prepares technical traffic engineering reports as well as practices as an Expert Witness for Traffic Engineering. He received a Bachelor of Science degree in Civil Engineering from California State University, Sacramento in May 1984. Since December 1987, he has been a Registered Traffic Engineer in California. Since 2000, he has been the sole proprietor of PRISM Engineering. His experience specifically relates to the following areas: traffic engineering; traffic safety; traffic operations; transportation planning; signal design and operations; intersection layout and design; signing and striping plans; microsimulation traffic modeling; and, authoring transportation studies. Each of these disciplines are specifically qualified by the traffic engineering licensure.

He is very familiar with traffic and transportation engineering principles and methods, specifically including, the FHWA Manual on Uniform Traffic Control Devices ("MUTCD"), the American Association of State Highway and Transportation Officials ("AASHTO") Green Book, Complete Streets, Caltrans Design Manual, and other FHWA documents. In addition, he is very familiar with various professional software programs being used in the traffic engineering and transportation planning profession, including, Synchro, SimTraffic, AutoCAD, TransCAD, and Highway Capacity Manual ("HCM"), many of which were used in this traffic study review.

He is also very familiar with official Traffic Collision Reports, and the Statewide Integrated Traffic Records System ("SWITRS") accident reports.

<http://www.prism.engineering/experience.html>

APPENDIX

Key output calculation sheets and data summaries from SEIR Traffic Study.

HCM 6th TWSC

1: SR 49 & LONE STAR RD

EXISTING SATURDAY

03/18/2019

Intersection

Int Delay, s/veh 4.9

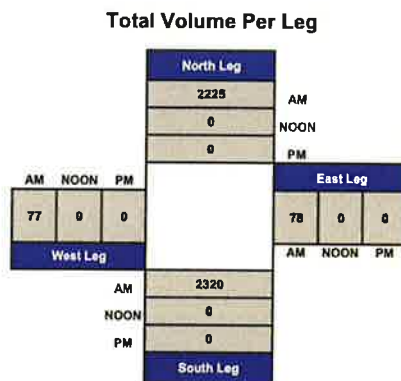
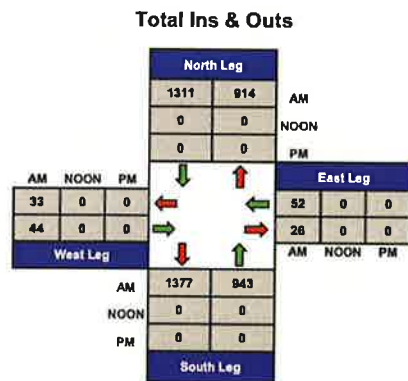
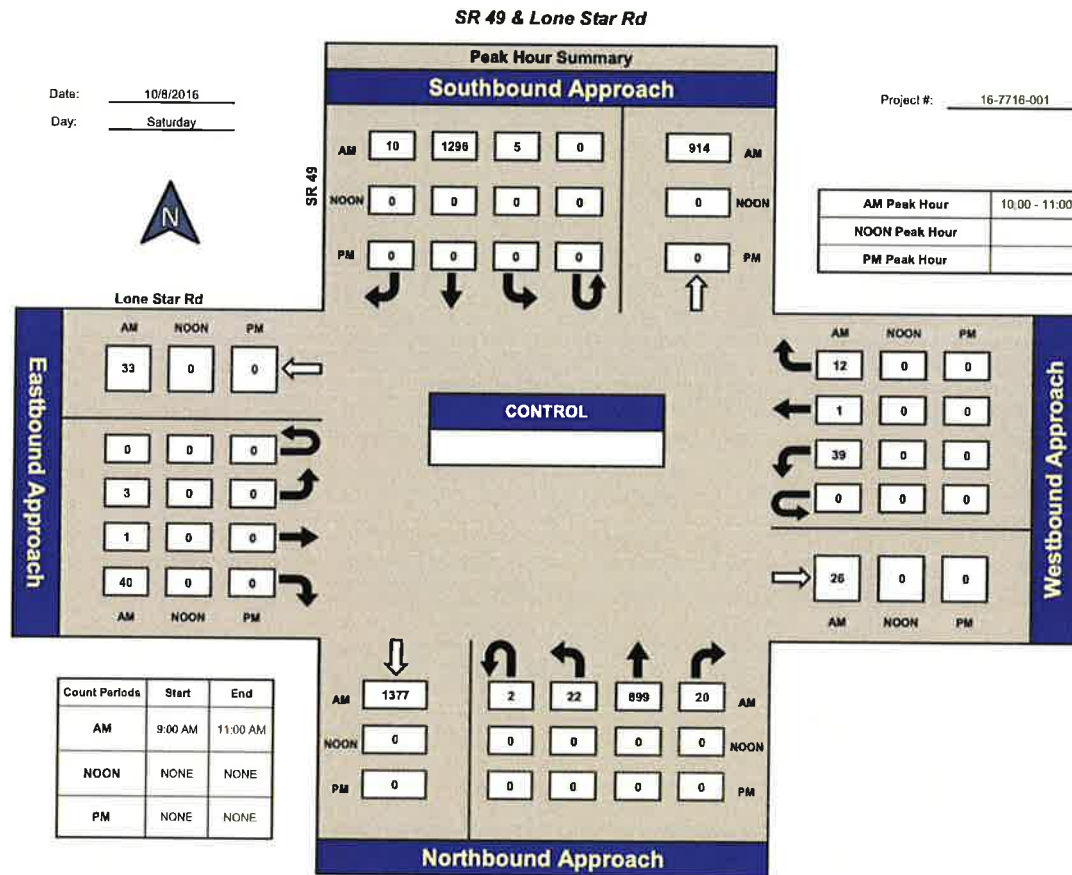
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗	↖	↖	↗	↗
Traffic Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Future Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	60	-	-	60	300	-	200	300	-	-
Veh In Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	6	2	2	6	2
Mvmt Flow	3	1	43	42	1	13	26	967	22	5	1394	11

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1940	2445	697	1727	2434	484	1405	0	0	989	0	0
Stage 1	1404	1404	-	1019	1019	-	-	-	-	-	-	-
Stage 2	536	1041	-	708	1415	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	39	31	383	57	31	529	482	-	-	695	-	-
Stage 1	147	204	-	254	313	-	-	-	-	-	-	-
Stage 2	496	305	-	392	202	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	35	29	383	47	29	529	482	-	-	695	-	-
Mov Cap-2 Maneuver	35	29	-	47	29	-	-	-	-	-	-	-
Stage 1	139	203	-	240	296	-	-	-	-	-	-	-
Stage 2	456	289	-	344	201	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26	195.6	0.3	0
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	482	-	-	33	383	46	529	695	-	-
HCM Lane V/C Ratio	0.054	-	-	0.13	0.112	0.935	0.024	0.008	-	-
HCM Control Delay (s)	12.9	-	-	129.8	15.6	250.7	12	10.2	-	-
HCM Lane LOS	B	-	-	F	C	F	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.4	3.8	0.1	0	-	-

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY



TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

ALL TRAFFIC DATA

City of Auburn
All Vehicles & Uturns On Unshifted
Nothing On Bank 1
Nothing On Bank 2

(916) 771-8700
orders@atdtraffic.com

0090-09

File Name : 16-7716-001 SR 49 & Lone Star Rd
Date : 10/8/2016

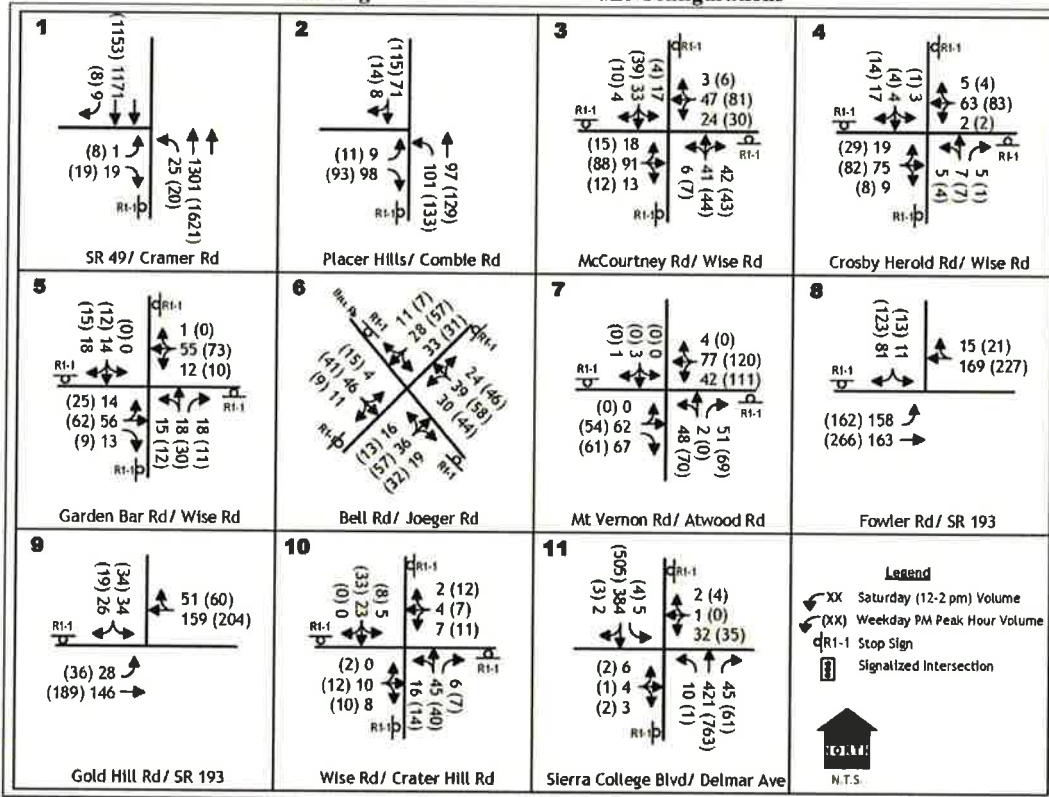
Unshifted Count - All Vehicles & Uturns																						
SR 49 Southbound						Lone Star Rd Westbound					SR 49 Northbound					Lone Star Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Total	Uturns Total
9:00	1	236	2	0	239	6	0	3	0	9	6	139	4	0	149	3	0	12	0	15	412	0
9:15	5	233	1	0	239	5	2	2	0	9	3	149	1	0	153	1	1	8	0	10	411	0
9:30	1	247	1	0	249	14	0	2	0	16	4	188	7	0	199	0	0	8	0	8	470	0
9:45	1	307	0	0	308	11	0	0	0	11	7	195	4	0	206	3	0	6	0	9	534	0
Total	8	1023	4	0	1035	36	2	7	0	45	20	671	16	0	707	7	1	32	0	40	1827	0
10:00	3	293	1	0	297	9	0	2	0	11	3	225	2	1	231	0	0	11	0	11	550	1
10:15	0	343	4	0	347	8	0	6	0	14	5	186	7	0	208	2	1	9	0	12	581	0
10:30	2	304	1	0	307	13	1	3	0	17	5	239	7	0	251	0	0	11	0	11	586	0
10:45	0	356	4	0	360	9	0	1	0	10	9	238	4	1	253	1	0	9	0	10	633	1
Total	5	1296	10	0	1311	39	1	12	0	52	22	899	20	2	943	3	1	40	0	44	2350	2
Grand Total	13	2319	14	0	2346	75	3	19	0	97	42	1670	36	2	1650	10	2	72	0	84	4177	2
Approach %	0.6%	98.8%	0.6%	0.0%		77.3%	3.1%	19.6%	0.0%		2.5%	95.2%	2.2%	0.1%		11.9%	2.4%	85.7%	0.0%			
Total %	0.3%	55.5%	0.3%	0.0%		1.6%	0.1%	0.5%	0.0%		1.0%	37.6%	0.8%	0.0%		0.2%	0.0%	1.7%	0.0%		2.0%	100.0%

SR 49 Southbound					Lone Star Rd Westbound					SR 49 Northbound					Lone Star Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Total
Peak Hour Analysis From 10:00 to 11:00																					
Peak Hour For Left Interchange Begins at 10:00																					
10:00	3	293	1	0	297	9	0	2	0	11	3	225	2	1	231	0	0	11	0	11	550
10:15	0	343	4	0	347	8	0	6	0	14	5	196	7	0	208	2	1	9	0	12	581
10:30	2	304	1	0	307	13	1	3	0	17	5	239	7	0	251	0	0	11	0	11	586
10:45	0	356	4	0	360	9	0	1	0	10	9	238	4	1	253	1	0	9	0	10	633
Total Volume	5	1296	10	0	1311	39	1	12	0	52	22	899	20	2	943	3	1	40	0	44	2350
% App Total	0.4%	98.9%	0.6%	0.0%		75.0%	1.9%	23.1%	0.0%		2.3%	95.2%	2.1%	0.2%		6.8%	2.3%	90.9%	0.0%		
PHF	.417	.910	.625	.000	.910	.750	.250	.500	.000	.765	.811	.940	.714	.500	.932	.375	.250	.909	.000	.917	.928

Traffic Counts from Winery TIS for Saturday and Weekday:

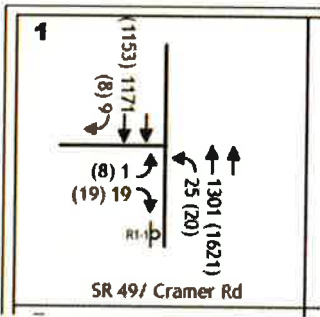
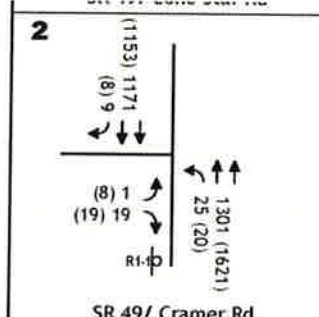
DRAFT EIR
WINERY AND FARM BREWERY ZONING TEXT AMENDMENT PROJECT
APRIL 2019

Figure 10-3
Existing Traffic Volumes and Lane Configurations



Source: KD Anderson & Associates, Inc., 2019.

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

WINERY Traffic Study	Hidden Falls SEIR
<p>1</p>  <p>SR 49/ Cramer Rd</p>	<p>2</p>  <p>SR 49/ Cramer Rd</p>

Note how these volumes are exactly the same for Cramer Rd/ SR 49. However, weekday numbers in the Winery TIS said it was for Thursday, and the HF SEIR said it was for a Friday.

From: Holly Saylor <hollybuysstuff26@gmail.com>

Sent: Tuesday, May 19, 2020 9:21 PM

To: Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; Sue Colbert <SColbert@placer.ca.gov>

Cc: jawurst@yahoo.com

Subject: [EXTERNAL] Hidden Falls Regional Park Trails Expansion SDEIR

Date: May 18, 2020

To: Community Development Resource Agency, Placer County Board of Supervisors,
Planning Commission, and Parks Division

From: Holly and Doug Saylor, 5130 Bell Road, Auburn, CA 95602

Regarding: Hidden Falls Regional Park Trails Expansion SDEIR

Ladies and Gentlemen:

My husband and I are extremely concerned about the impact the Hidden Falls expansion project will have on us, so we are sending this letter to inform you of just a few of these concerns.

One of our greatest concerns is that there are not enough escape routes out of our area to allow us to evacuate during a wild fire. All the roads around us (Bell Road, Cramer, Lone Star, Joeger Road, etc.) are all narrow, two-lane (one going in each direction,) chip and seal roads which, in some spots, are barely wide enough to allow two cars to drive past each other. Limited narrow escape routes have been one of the greatest factors in loss of life in the large wildfires we have experienced in the past few years here in California.

In the Carr fire near Redding, California, residents had only one road in and out of their area. It, too, was a narrow two-lane road just like all the roads around our house. As the fast moving flames spread and evacuation orders came, all the residents in the area jammed the roads to the point of gridlock trying to escape. They tried to turn a two-lane road into a four-lane road by driving around each other. This caused cars to collide with each other, and many cars fell into ditches along the road. This "jamming together" of cars as panicked residents tried to flee the fast moving flames caused the complete gridlock conditions. Additionally, the smoke was so thick that no one could see more than 3 or 4 feet in front of them. This caused cars to move slowly, collide with each other, and drive off the road.

Many residents, in seeing that the roads were completely gridlocked and the traffic not moving, decided to get out of their cars and run to escape the flames. They were burned alive when the flames overtook them!

According to the Cal Fire Report on the Carr Fire, the flames moved 50 miles per hour, with gusts up to 80 miles per hour. The fastest man in the world (Usain Bolt) can run 27.44 miles per hour. The flames moved at 50 to 80 miles per hour. So even the fastest man on earth would not be able to outrun these flames, let alone the elderly, children, and the infirm!

Other residents thought that staying in their cars might afford them protection from the flames. The Carr Fire produced a “fire tornado” which was 2000 feet wide at its base and 1800 feet high. The flames in this fire-tornado spun at 110-120 mph. They engulfed the cars, roasting the residents alive in their cars, including whole families with children. These dear people died a frightening, painful, horrific death. Can you imagine dying such a horrible death? Can you picture the people that you love the most dying such a horrific death if they get caught like this in a wildfire that starts in the Hidden Falls Park area?

The SDEIR states that, “the potential exists for the project to expose people to an uncontrolled wildfire and to exacerbate risk of wildfire during construction, maintenance, and public use of trail system.” (Emphasis added.)

The following statements come from the Wildfire Subcommittee Report:

Section 16.2.3 WILDFIRE CLASSIFICATION AND BEHAVIOR (Emphasis added)

“The SDEIR fails to identify and disclose that the HFRP Expansion area has been classified by CAL FIRE as a WILDLAND URBAN INTERFACE, an area with the greatest potential for loss of lives and structures.”

Section 16.4.2 EMERGENCY RESPONSE/EMERGENCY EVACUATION (Emphasis added)

“An estimated 6,000 residences in proximity to HFRP and the Trails Expansion area could be affected by fire under red flag conditions. During the 49er Fire (August 2009) Bell Road was impassable.”

“No evidence or data is provided in the SDEIR giving any information about the number of driveways and side roads along Bell, Cramer and Lone Star and the possible total number of vehicles that could be merging to evacuate all at one time.”

“Effective evacuation and emergency vehicle response via Cramer, Bell and Lone Star Roads would be a significant problem as area residents and Park visitor vehicles and horse trailer rigs attempt to exit Twilight Ride or the Harvego parking lots. Evacuation from area wineries and the Auburn Valley golf course would further add to the confusion.”

By approving this park expansion, and flooding this area with more park visitors than the roads can handle, I believe you will be putting both me, my husband, and the residents in this area in harms way, where we may die similar horrible deaths by being unable to escape a wildfire like the people in the Carr Fire. Do you really want to be responsible for such a tragedy for whatever little you hope to gain by approving this project?

The SDEIR contains NO evacuation plan.

The Mitigation Plan does not address these concerns. Widening the roads around us is NOT a viable solution because private property would have to be commandeered in order to add extra lanes to the roads. We are ABSOLUTELY OPPOSED to our government confiscating private property to use for its own ends!!

Based upon the information in the SDEIR, the assumptions it has made, and the negative impacts to the very communities who were not included in any of the 15-year planning, WE URGE YOU TO REJECT THIS PARK EXPANSION PROJECT!!

Please include my letter as part of the public comment permanent record.

Please consider carefully,
Holly and Doug Saylor
Protect Rural Placer

From: Jake Sours <jake.sours9@gmail.com>
Sent: Thursday, May 14, 2020 10:05 AM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls Expansion Project - please vote yes!

Dear, PlacerCounty Board of Supervisors,

I fully support the Hidden Falls Trail Expansion Project. Any time we can help people enjoy healthy, and outside activities we should as a community. Many people visit Hidden Falls annually and having more trails will help prevent overcrowding and let hikers, equestrians, and cyclists enjoy nature more remotely. This would be a wonderful benefit and this option will be a net positive to the community.

I should also add that I live in Sacramento and travel with my wife and friends (when not socially distancing). We typically grab lunch at a local restaurant and support to local businesses. Placer County is a wonderful place and projects like these will only be an enhancement.

Respectfully,

Jake Sours

Sacramento, CA

From: James Baxter <pierrethecat530@gmail.com>
Sent: Monday, June 15, 2020 9:30 AM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls Trails

Dear Placer County Board of Supervisors,

I support the Hidden Falls Trail Expansion Project. I spend a lot of time in the existing Hidden Falls trail system and other local trails. I always go out to eat afterwards and this brings money to the Auburn economy.

More trails to dilute the influx of new riders would be great. Thank you for your consideration.

Thanks.

From: Jan Ferreira <jan@robinsonsg.com>
Sent: Wednesday, May 20, 2020 11:40 AM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls Regional Park Trails Expansion SDEIR

Good Morning. I have attached my letter addressing the Hidden Falls Trails Expansion SDEIR. Please make part of your permanent record.

Thank you.

--

Jan Ferreira
(530) 885-9097

May 19, 2020

Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn CA 95603
BOS@placer.ca.gov

Hi. My name is Jan Ferreira and I am a homeowner at **4605 and 4609 Bell Road**, Auburn.

I am writing to let you know only a few of my concerns regarding the Hidden Falls Regional Park Trails Expansion SDEIR.

Let me begin with my concern that NEITHER the MAC's nor the Planning Commission are being allowed to be a part of the decision process. These are the people that really know if something is right for their community and they are not politically influenced by their decisions. The potential severe implications to the community warrant a full vetting process, NO SHORT CUTS.

My continued concern comes from attending several Placer County Parks meetings. It is the common thread of concern at these meetings that they have continued to have new grants and development funds to install new parks, but SEVERELY INSUFFICIENT FUNDS AND STAFF to maintain, repair, and supervise any of these parks. In addition to these community parks, more than 900 miles of trails already exist in Placer County. Funding to maintain these existing trails is in the present, PROBLEMATIC. I firmly believe that the SDEIR should have addressed the financial impacts of this project on other park operations. Given the current crisis and the fiscal fallout from it, is this really a priority for the County to be spending precious tax dollars on?

After 20 years of residency at our current address, I have local personal knowledge of the impact increased traffic will have on Bell Road. The many times my husband and I have come out of our home to the sound of screeching tires and crash sounds, leading us to the hairpin turn at Bell Road and Gambah Drive, leaves many drivers through the fence and into the homeowner's field (if they miss the group mailbox and power pole). Many of these accidents leave damage to personal and public property, the vehicle, and drivers and passengers with personal injury. This does not include the near misses my family and I face on a daily basis with drivers speed, crossing the lines on the turns, and the many blind hills.

This is only one of many traffic location impacts that have been insufficiently addressed in the SDEIR. For the Parks Division to be stating the traffic problems identified in the SDEIR have been mitigated is in the least, a farce. We travel these roads daily, both with and without large trailers, and know first-hand that many of the turns and blind hills are not passable without crossing the centerline. Adding more trailers, traffic, and

visitors with no knowledge of the roadways will add to the accidents we have already endured. Not to mention the many vehicles that stop alongside roads to wait for their reservation or to try and park to gain access without a reservation, who add to the danger of the roadways. Is this where you plan to add the hideous NO PARKING signs as you did on Mears and Mt Vernon Road? Unfortunately, the people who work for our county who are pushing this project forward, and also many of the people who have spoke in favor of the project, do not live in our community, and will not have to drive home on their rural roads with this traffic and unsightly results, as they live in a different county altogether. Pretty easy to be in favor of something that does not affect your own home and community.

I will also address the fire risk. I heard from the County at the Planning Commission meeting on May 14, 2020 that they had not had any reports of fires being started by visitors of the Hidden Falls Park since its opening. The fact that it has not happened YET, is NOT a solution to when it does. This also does NOT address the fire-fear we have daily in the dry season. My family and I live every season with fire-prevention and evacuation planned and ready for our property, pets, livestock, and family. Quite honestly, it doesn't matter whether the fire begins in the Hidden Falls Park or on private property in our area, our roads can BARELY withstand the evacuation traffic of locals, without the added guests of the park who are not familiar with our roadways. Most of the roadways will not be able to bring fire equipment in, with the amount of traffic fleeing. You will sentence us to the fear and death as witnessed in Paradise in 2018.

I will finish with a final thought of expense. I DO NOT believe that with the financial distress our County, State, and insurance companies are experiencing after devastating fires (as seen in my cancelled dwelling insurance and increased costs) and now a struggling economy due to COVID-19, that the financial impact of this expansion has been clearly addressed in the SDEIR. I am asking our County Leaders and Advisors to please use a much more cautious approach to the use of our limited tax dollars to improve and repair what we already have before spending on an expansion that will cost too much financially and aesthetically in our community. Our county already has extensive parks and trails that need repairs, maintenance, and continued support to continue their beauty and access, without adding the burden of this expansion. It is time for these same people to be more fiscally responsible with our local tax dollars.

Thank you for your time and I ask you to remember the community you represent before you appease the wants of travelers from outside our area.

Jan M Ferreira
PO Box 7972
Auburn CA 95604

-----Original Message-----

From: Jan Krug <jankrug@gmail.com>

Sent: Friday, September 4, 2020 2:54 PM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>

Subject: [EXTERNAL] Hidden Falls Expansion Project

To the BOS, Placer County:

Despite our sincere and vested interests in protecting our community and way of life, you continue to categorically and across the board ignore us. We pay our taxes, we voted you in and have been respectful residents and constituents. But now we discover your intention to violate our innate rights as property owners and proceed with a project rife with issues that your project will be exasperating. Our roads can barely handle the residential and ranch/farm traffic as it is. Our wildlife enjoys a co-habitual relationship with their human residents and we look out for them : birds, deer, skunks, etc. Your project will uproot them and cause their communities distress. WHAT ARE YOU THINKING? DO YOU THINK THIS DOESN'T MATTER? Many of us have lived here long before your friends at Placer Land Trust began to hatch their plans. This organization is not our friend.

PLEASE STOP AND FIND A DIFFERENT AVENUE FOR YOUR EXPANSION.

Thank you,

Jan Krug

Auburn Valley.

Sent from my iPhone

Jan Krug

626-622-2225 Cell

530-269-1452. Home

May 19, 2020

Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn CA 95603
BOS@placer.ca.gov

Hi. My name is Jan Ferreira and I am a homeowner at **4605 and 4609 Bell Road**, Auburn.

I am writing to let you know only a few of my concerns regarding the Hidden Falls Regional Park Trails Expansion SDEIR.

Let me begin with my concern that NEITHER the MAC's nor the Planning Commission are being allowed to be a part of the decision process. These are the people that really know if something is right for their community and they are not politically influenced by their decisions. The potential severe implications to the community warrant a full vetting process, NO SHORT CUTS.

My continued concern comes from attending several Placer County Parks meetings. It is the common thread of concern at these meetings that they have continued to have new grants and development funds to install new parks, but SEVERELY INSUFFICIENT FUNDS AND STAFF to maintain, repair, and supervise any of these parks. In addition to these community parks, more than 900 miles of trails already exist in Placer County. Funding to maintain these existing trails is in the present, PROBLEMATIC. I firmly believe that the SDEIR should have addressed the financial impacts of this project on other park operations. Given the current crisis and the fiscal fallout from it, is this really a priority for the County to be spending precious tax dollars on?

After 20 years of residency at our current address, I have local personal knowledge of the impact increased traffic will have on Bell Road. The many times my husband and I have come out of our home to the sound of screeching tires and crash sounds, leading us to the hairpin turn at Bell Road and Gambah Drive, leaves many drivers through the fence and into the homeowner's field (if they miss the group mailbox and power pole). Many of these accidents leave damage to personal and public property, the vehicle, and drivers and passengers with personal injury. This does not include the near misses my family and I face on a daily basis with drivers speed, crossing the lines on the turns, and the many blind hills.

This is only one of many traffic location impacts that have been insufficiently addressed in the SDEIR. For the Parks Division to be stating the traffic problems identified in the SDEIR have been mitigated is in the least, a farce. We travel these roads daily, both with and without large trailers, and know first-hand that many of the turns and blind hills are not passable without crossing the centerline. Adding more trailers, traffic, and

visitors with no knowledge of the roadways will add to the accidents we have already endured. Not to mention the many vehicles that stop alongside roads to wait for their reservation or to try and park to gain access without a reservation, who add to the danger of the roadways. Is this where you plan to add the hideous NO PARKING signs as you did on Mears and Mt Vernon Road? Unfortunately, the people who work for our county who are pushing this project forward, and also many of the people who have spoke in favor of the project, do not live in our community, and will not have to drive home on their rural roads with this traffic and unsightly results, as they live in a different county altogether. Pretty easy to be in favor of something that does not affect your own home and community.

I will also address the fire risk. I heard from the County at the Planning Commission meeting on May 14, 2020 that they had not had any reports of fires being started by visitors of the Hidden Falls Park since its opening. The fact that it has not happened YET, is NOT a solution to when it does. This also does NOT address the fire-fear we have daily in the dry season. My family and I live every season with fire-prevention and evacuation planned and ready for our property, pets, livestock, and family. Quite honestly, it doesn't matter whether the fire begins in the Hidden Falls Park or on private property in our area, our roads can BARELY withstand the evacuation traffic of locals, without the added guests of the park who are not familiar with our roadways. Most of the roadways will not be able to bring fire equipment in, with the amount of traffic fleeing. You will sentence us to the fear and death as witnessed in Paradise in 2018.

I will finish with a final thought of expense. I DO NOT believe that with the financial distress our County, State, and insurance companies are experiencing after devastating fires (as seen in my cancelled dwelling insurance and increased costs) and now a struggling economy due to COVID-19, that the financial impact of this expansion has been clearly addressed in the SDEIR. I am asking our County Leaders and Advisors to please use a much more cautious approach to the use of our limited tax dollars to improve and repair what we already have before spending on an expansion that will cost too much financially and aesthetically in our community. Our county already has extensive parks and trails that need repairs, maintenance, and continued support to continue their beauty and access, without adding the burden of this expansion. It is time for these same people to be more fiscally responsible with our local tax dollars.

Thank you for your time and I ask you to remember the community you represent before you appease the wants of travelers from outside our area.



Jan M Ferreira
PO Box 7972
Auburn CA 95604

JAN M FERREIRA
PO Box 7972
Auburn CA 95604

SACRAMENTO
CA 957
20 MAY 20
PM 3 1



Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn CA 95603

95603-454336



From: Janet Tarantino <jan_tarantino@sbcglobal.net>

Sent: Tuesday, May 19, 2020 9:48 AM

To: Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; Sue Colbert <SColbert@placer.ca.gov>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; afisher@placer.ac.gov
Cc: jpari5@aol.com

Subject: [EXTERNAL] RESPONSE TO DSEIR FOR HIDDEN FALLS EXPANSION - TO BE SUBMITTED AS EVIDENCE

Attached please find subject letter in response to the DSEIR. Please acknowledge receipt to Mr. Parisi @ jpari5@aol.com and jan_tarantino@sbcglobal.net.

Thank you.

Jan Tarantino on Behalf of Joe Parisi

INFORMATION TO BE SUBMITTED AS EVIDENCE

TO: Placer County Board of Supervisors, Placer County Planning Commission,
Community Resource Development Agency, Placer County Parks Division

FROM: Joe Parisi, 8860 Auburn Valley Road, Auburn, CA 95602 (jpari5@aol.com)

SUBJ: HIDDEN FALLS REGIONAL PARK EXPANSION DSEIR

The subject documents state that “County access via Auburn Valley Road is provided by an offer of public dedication that the County has not accepted to date”.

This belief is based on a County staff document, dated November 2016, that “indicates that Auburn Valley Road and two other roads, are privately owned, with the title of said roads reserved to the undersigned, its assigns and successors to be held until such time as the County of Placer may permit, require, or request that said roads be dedicated to the County, at which time the undersigned or the successors in interest shall so dedicate the same”. “By this statement, fee title to Auburn Valley Road was held by Auburn Valley Corporation”, and “clearly identifies the intention to dedicate the road to Placer County”.

Title Right and Access to Auburn Valley Road

- November 2016: County staff documented in two documents that the County believes delineate our easement rights over Auburn Valley Road and Curtola Ranch Road. Easements #1998-0047099 and #1998-0047100.
- Current 2020: The DSEIR documents “the County access via Auburn Valley Road is provided by an offer of public dedication that the County has not accepted to date”.

The above County document is accurate in that said roads be dedicated to the County, and fee title to Auburn Valley Road was held by Auburn Valley Corporation, HOWEVER, the statements were taken from a contract, the PLAT, between Auburn Valley Corporation, Lawrence Curtola and Placer County dated April 1961.

- The DSEIR states, as fact, that access via Auburn Valley Road is provided by an offer of public dedication. That dedication was fact in April 1961 and founded on the belief of Auburn Valley Corporation, Lawrence Curtola and the County working together in the late 1950’s to create a Golf Course and Subdivision Golf Community, and that the Subdivision would hook up its water, sewer and roads to the County water, sewer and roads.
- In April 1961, the Auburn Valley Corporation, Lawrence Curtola and the County entered into a contract, the PLAT, to accomplish building the golf course and developing the subdivision, however, the County chose not to participate in the water, sewer or road projects.
- The Auburn Valley Corporation and the undersigned had NO involvement with the County related to the PLAT after an advisory committee, consisting of the County of Placer, Auburn Valley Corporation, Subdivision Developers, AVG,

Auburn Valley Service Corporation and Community Members, that had monthly meetings for five (5) years to connect the Subdivision to water, sewer and roads, was terminated in the early 1990's. The County was paid for their Committee work. The committee was authorized by the Board of Supervisors in 1988.

- After at least ten (10) years of no related involvement with the County and repeated refusals to have any commitment to subdivision road projects, the Auburn Valley Corporation, at the request of Auburn Valley Property Owners Association, in 2005, QUITCLAIMED Auburn Valley Road to the Auburn Valley Property Owners Association – the only other and current title holder of the land described as Auburn Valley Road – as shown on that certain map entitled “Auburn Valley Subdivision Unit No. 1”.

It appears that in 2005 the county was no longer an Auburn Valley Corporation, Lawrence Curtola presumed beneficiary, and the Auburn Valley Property Owner's Association, Inc. has not entered into any agreement with the County related to **Wedge Way** (currently Estates Drive/Estates Court), **Fairway Court** or **Auburn Valley Road**.

- The DSEIR does NOT address what obligations, necessary and required, to bring the roads up to County standards; e.g. the costs of normal maintenance and repairs caused by winter storms, road flooding and erosion, {through a designed water controlled system designed for a golf course and 145 residential lots}. NOT for an additional 560 vehicles per day and the obligations the County would have if WEDGE WAY, FAIRWAY COURT and AUBURN VALLEY ROAD were dedicated to the County.

Private Auburn Valley Road and Public Use

- In the PLAT documents the County and Auburn Valley Corporation agreed that *“this map and subdivision does NOT dedicate any portion of this tract for street or highway purposes and the parcels of land laying within the boundaries of WEDGE WAY, FAIRWAY COURT and AUBURN VALLEY ROAD and are so designated upon the map within the title of said roads reserved to the undersigned, its assigns and successors”*.

NOTE: The California Vehicle Code documents that:

- “Street or highway are publicly maintained and for use by the public. Road or Driveway are privately maintained and or use by property owner or persons approved by the property owner”.
- privately owned and maintained roads “include roads owned and maintained by a city, county or district that are NOT dedicated to use by the public for purposes of vehicular traffic
- Rights of ingress and egress over the above roads are hereby granted to the future lot owners of the subdivision, their licensees, visitors, tenants, and servants”.

INFORMATION TO BE SUBMITTED AS EVIDENCE

- “Rights of way and easements are hereby granted as follows: (A), (B), (C), (D), (E), to the appropriate company, corporation, association of Public Body for the installation of maintenance and for anchorage of poles for overhead wires, cables or conduits with the right to trim or remove trees therein necessary”.

NOTE:

- The years of the Auburn Valley Corporation, Lawrence Curtola and the County working together to create a Subdivision and Golf Course, and then entering into a contract, the PLAT, to assure it would be a Golfing community with private roads for the Lot Owners and not for street or highway public use.
- The above excerpts from the California Vehicle Code and the PLAT, combined with the county refusing to participate with Subdivision developers to work on Unit No. 1, Unit No. 2 and Unit #3 road projects, as was the intent of Lawrence Curtola, and the QUITCLAIM DEED, establishes beyond a reasonable doubt that the County has **NO** claim for public use of WEDGE WAY, FAIRWAY COURT or AUBURN VALLEY ROAD.

WHY does the DSEIR not disclose the improvements necessary and required to bring the three roads up to Placer County standards, the costs of maintenance and repairs of the roads caused by only 145 residential lots and the golf course that will be burdened by an additional 560 vehicles per day. Seven days a week!

The 2018-19 winter storms caused the Homeowner's Association to spend ~ \$87,829 on flooding of Auburn Valley Road, the common areas, Auburn Valley lot owner's property as well as repairing the continuing erosion of Auburn Valley Road.

WHY does the DSEIR not disclose the critical geographic and physical limitations of Auburn Valley Road and the associated costs and actions necessary to remedy them:

- Few shoulder or emergency pull over areas; its narrow, winding and has many blind spots, a deep and wide normal and winter storm runoff ditch at the pavements edge running all the way from Upper Valley Road to the beginning of the Otto pond
- No adequate lighting for night travel conditions
- No cell phone service to summon emergency responders
- No double stripes
- No shoulders for bike lanes for the 3' clearance required by law (and for which motorists are obligated to give to bikes)
- Extremely rare presence of police personnel (sheriff or CHP)

INFORMATION TO BE SUBMITTED AS EVIDENCE

WHY does the DSEIR not disclose the projected impact of an additional 560 vehicles (including truck and horse trailers) trips on a single busy day, and additionally the man made Otto pond and dam that was designed to accept normal water flow from the subdivision and golf course north/east down through, into and under, the manmade dam that borders the edge of Curtola Ranch Driveway, the damage to private property on Curtola Ranch Driveway and the dam when construction to bring the driveway to County standards – and to a dam not designated to withstand street or highway public use of 560 vehicles per day?

Respectfully submitted,

Joe Parisi

/jp

From: jane goddard <teresajane50@gmail.com>
Sent: Monday, July 27, 2020 1:35 PM
To: Megan Wood <MWood@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>
Cc: Cindy Gustafson <cindygustafson@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls

Placer Count Supervisors:

We are absolutely opposed to approving more money (\$83,000) for additional research for the Hidden Falls SEIR.

Placer County residents are really hurting right now. Unemployment, the fear of eviction which will lead to more homeless, school dilemma of remote student learning, rising prices at the grocery stores, fear of losing their health insurance, Covid-19 and horrible Internet availability for those of us in rural Placer.

Our doctor offices currently prefer we have our appointments via Skyping and our service is so poor, it is next to impossible.

Instead of spending more money on a project that is more important to people that DO NOT live in Placer County, it would seem to be more prudent to save and use that money on helping your constituents that really need your help right now .. and not for just a walk in the park!

Thank you,

Jim and Jane Goddard
11400 Lone Star Road
Auburn, CA 95602

-----Original Message-----

From: Teresa J Goddard <teresajane50@icloud.com>

Sent: Friday, September 4, 2020 7:19 AM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>

Subject: [EXTERNAL] Hidden Falls Expansion

Placer County Board of Supervisors:

I am 100% against the Hidden Falls Expansion.

My husband and I have written many letters and attended many meetings in concert with our neighbors and Placer County residents who do not want you to vote to go forward with the project.

You are well aware of the many reasons this project is not safe for our neighborhoods and the city of Auburn so I do not need to list them all again.

Please listen to your heart and vote NO to go ahead with the project. It will turn our rural neighborhood into an area inviting crime, trash, wild land fires, homeless encampments, traffic problems, car accidents, more deaths on Highway 49, and a drain on the Placer County bank account.

My husband Jim passed away on August 28 and he was vehemently opposed to the expansion as well. Your constituents voted for you to Protect Rural Placer. Please protect us and vote NO on the Hidden Falls expansion.

Thank you,

Jane Goddard
11400 Lone Star Road
Auburn, CA 95602

From: Shirlee Herrington <SHerring@placer.ca.gov>
Sent: Wednesday, May 20, 2020 1:40 PM
To: Janet Tarantino <jan_tarantino@sbcglobal.net>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Sue Colbert <SColbert@placer.ca.gov>; Ed BeDell <EBedell@placer.ca.gov>; Andy Fisher <AFisher@placer.ca.gov>; Lisa Carnahan <LCarnaha@placer.ca.gov>
Cc: Judith Whitman <judie@jwhitman.net>; Mike & Jan Krug <mikekrug@gmail.com>
Subject: RE: [EXTERNAL] Response to Hidden Falls SDEIR - TO BE ADMITTED AS EVIDENCE

Good Afternoon Ms. Tarantino,

Thank you for your interest in the subject project and for taking the time to provide comments, including the Traffic Report prepared by Prism Engineering. This is to confirm that your comments have been received. Also, you are now on our master email and/or USPS distribution list for the subject project and, as such, you will receive updates and notifications of future opportunities for public participation and input.

Thanks.

.....

Shirlee Herrington
Community Development Technician
Environmental Coordination Services
Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190, Auburn, CA 95603
530-745-3089 fax 530-745-3080

.....

From: Janet Tarantino <jan_tarantino@sbcglobal.net>
Sent: Wednesday, May 20, 2020 12:43 PM
To: Kelly McCaughna <KMcCaughna@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Sue Colbert <SColbert@placer.ca.gov>; Ed BeDell

<EBedell@placer.ca.gov>; Shirlee Herrington <SHerring@placer.ca.gov>; Andy Fisher
<AFisher@placer.ca.gov>; Lisa Carnahan <LCarnaha@placer.ca.gov>
Cc: Judith Whitman <judie@jwhitman.net>; Mike & Jan Krug <mikekrug@gmail.com>
Subject: [EXTERNAL] Response to Hidden Falls SDEIR - TO BE ADMITTED AS EVIDENCE

To Whom It May Concern:

Following please find a traffic report (available for viewing in three different formats), prepared by Prism Engineering. This document addresses the many deficiencies in the SDEIR related to traffic and road conditions.

This professional and factual document is to be admitted as evidence in the above matter.

PLEASE ACKNOWLEDGE RECEIPT.

 [Traffic Review Report for KORS3.docx](#)

 [Traffic Review Report for KORS3.pdf](#)

The report can also be viewed using the below link.

[Traffic Study and Videos for KORS in Placer County](#)

Thank you in advance,

Janet Tarantino

Hm: (530)488-4460 | Cell:(650)218-0766

May 18, 2020

Page 1.

To: Community Development Resource Agency, Placer County Board of Supervisors, Planning Commission, and Parks Division

From: Jean and James Piette, 5395 Bell Road, Auburn, CA 95602

Regarding: Hidden Falls Regional Park Trails Expansion SDEIR

We have resided in Placer County for 47 years and are members of Protect Rural Placer (PRP). Our ten acre property shares a property line with the Twilight Ride Access 50 Acre property. We have persisted under extreme shelter in place conditions to study the subject of this communication. We are finding that the conclusions and explanations in the SDEIR are inadequate and without the breadth and depth of understanding and scope of the potential impacts on the people, environment, habitat, agriculture, roads, and fire danger. The HFRP EIR previously issued was approved with limited and weak results and used as the base for the SDEIR we are reviewing. We believe the approach and overlap has left the results grossly inadequate.

Please refer to the attachments for several issues addressed, comments and our conclusion.

4.0 Land Use and Agricultural Resources

- Impact 4-1 is based on an assumption that the introduction of increased numbers of visitors, including hikers, bicyclists, equestrians, nature lovers, along with management plans will have no need for mitigation measures. Previous reports regarding the Hidden Falls Regional Park and the adjoining trails reveal the management and maintenance has been significantly missing. Existing conflicts and past grievances are not documented as well as objections documented by ranchers and private residents. There is no evidence of any collaboration and/or agreement with the ranchers or private property owners. Surveys and elicited statements of support are identified as Focus Groups and the residents, property owners, ranchers and farmers have not been included in the favored groups.
- Impact 4-2 Project elements are assumed to be adequate to state no mitigation measures are warranted. There are no reported findings to support the conclusion. "Project elements" are once again recorded as the reason the plan is compatible with agricultural uses with increased use by the public with nothing to support the claim.
- Impact 4-3 No mitigation measures warranted is documented without any approved minor use permit (MUP) in place. It is stated that "the proposed project is consistent with existing plans, policies, and regulations" before any of those impacted have any input. The existing policies and plans are those in place prior to the 2010 HFRP EIR and are the basis for the expanded project. This is not accurate or adequate for the SDEIR issued in 2020.
- Impact 4-4 No mitigation measures are warranted on an assumption that "future land uses" and "existing roadway corridors" to remain in place and the "approval of a modified CUP" will support the decision. There is nothing documented to support any of these claims that adjacent agricultural land use would not be adversely affected. Where are the figures of the number of visitors to the areas and their activities on the trails? Where is the evidence showing the people who will be impacted, i.e., property owners, residents, homeowners, ranchers, farmers, renters, wineries, had involvement in the proposals and planning? This impact is dependent on a conditional use permit that is yet to be approved for the current SDEIR.

Section 4.0 of the SDEIR has conclusions and results based on assumptions, unsubstantiated claims and projected future actions not approved and clearly does not justify approval.

- Impact 5-1 Erosion hazards is an area identified as potential erosion during construction as well as over time through use and maintenance. Actions proposed are to “reduce the potential impacts” that are not named. The watershed in question is important to everyone, not just us. The documented steps to be taken and approvals obtained are vague and do not seem to appreciate the size of the planned expansion. The number of people, who are (residents, ranchers, farmers or agricultural animals) who will be impacted by the erosion hazards has been lost in the rhetoric. Where are the figures and calculations considering the expected numbers of visitors, vehicles, bicycles, animals and impact of specific activities that cause erosion?
- Impact 5-2 Naturally occurring asbestos as it relates to erosion resulting from construction is a concern and is reported to be “less than significant” with a plan in place during construction. The majority of these environmental items are addressed primarily as it relates to construction. The impact of asbestos caused by hundreds of visitors to the park and trails on a daily schedule are not considered as it relates to the people living in the local communities as well as the visitors.
- Impact 5-3 regarding the location of a “potentially active” fault zone, the report has shown the fault zone had been identified previously. The cost of the studies and costs relative to the buildings and safety measures for the visitors to the area are not included in the report. This identified geologic hazard along with erosion from construction and increased use by hundreds of visitors is not calculated in dollars or risks. All property owners and all visitors have not been informed of any risks of any kind or any financial burdens now or in the future and should be made aware. Reports that minimize any aspect of a planned development are not tolerable.
- Impact 5-4 Landslides are reported to present no risk. It is noted with site alterations from “construction of recreation facilities in the park and expansion project area” there could be changes as a result of “site alterations”. It is concluded that the risk is considered low. It is a concern when the risk is caused by the alterations caused from construction. That goes against the usual efforts to eliminate risks. The question is why is it alright to move ahead with a development when the construction causes risks of landslides as well as increases in the pollution of water and air quality? Each of these impacts is being looked at individually and the combined impacts are not mentioned.
- Impact 5-5 Wastewater Disposal Systems is reported the soil supports engineered septic systems and will comply when properly engineered. This claim indicates the impact would be less than significant. However, when Impact 11.0 Hydrology and Water Quality items are reported it is a concern and that is not revealed in this Section. The added expense of engineered septic systems is not included anywhere in the report. This requirement based on the soil must be checked seriously. If the soil for this purpose requires special measures and the possible health hazards to us and our community exists we want to know why the “less than significant” decision was reached and the true impact.

Section 5.0 of the SDEIR includes safety issues, hazards and expenses that do not support approval.

- Impact 7-1 Minimizes the visual impact based on short term construction activities as well as changes from vegetation and tree removal being in areas "not visible from most off-site public locations." The focus is on construction and the impact is not taking the local residents into consideration. Our home and property share a property line with the Twilight Ride Access site of 50 acres where construction is going to include an added turning lane onto the site from Bell Road, a driveway to a parking lot and trailhead access that will be our view. The plan is to drill wells, install septic systems, construct restrooms and water fountains and troughs for horses, a picnic area, and build two bridges. The "short term construction" claim is not reported in any time frame and we ask what the projected time frame would be?
- Impact 7-2 The long-term changes to visual resources is also in consideration of the public visiting the park and trails acreage. There are no references to the residents who will be impacted with the visual changes that have already started as of this date. Trees are being removed along Bell Road and we will be forever impacted by those changes along with every move being planned. The significance of the visual impacts to us and our community is not reported.
- Impact 7-3 The visual changes the report describes as "improvements" at Garden Bar Road and Curtola Ranch cannot easily be minimized as most other items are as the outcry from property owners has already been expressed publicly and are documented. This and many other impacts are found in several Sections with overlaps. In this case, it seems unworthy to not only move forward when the impacts are significant to the visual changes, but, the removal of many mature oak trees is being justified somehow. What is the justification?
- Impact 7-4 The increased light and glare is reported to be minimal and no mitigation measures are needed. We have not read anything in the report that covers the impact of the lighting referred to in terms of intensity or pollution in a specific location. There is nothing that refers to the lights on vehicles or devices that visitors may use. Our view will be of vehicles arriving at sunrise and leaving at sunset or later as is the case at the current Hidden Falls Regional Park. What are the measures for intensity and glare as it relates to the Twilight Ride Access and Trailhead location as well as other areas throughout the park and trails expansion? What is the measure of the "existing surrounding lighting" being referenced in the plan? The reporting is minimizing items, ignoring objections and reports expressed and reaching conclusions without any supporting data.

Section 7.0 Visual Resources is severely limited in the coverage regarding all impacts reported. The impacts all are based on the limited time frame of the construction being considered, the remote locations being developed or maintained that are not visible to the public, the minimal impact of light and glare while under construction. These explanations do not include any supporting data or any considerations for the people who reside in the locations being impacted. The approval should not be supported.

Section 9.0 Air Quality

- **Impact 9.1 Short-Term Emission of Criteria Air Pollutants and Precursors during Construction.** This impact showing no Mitigation Measures are warranted, is limited to construction and does not include emissions from the increase in vehicles including hundreds and thousands of visitors to the area with gas powered and diesel powered vehicles and the propane equipped trailers and barbeques or other equipment not itemized anywhere.
- **Impact 9.2 Long-Term, Regional Emissions of Criteria Air Pollutants and Ozone Precursors Associated with Project Operations.** The impact is reported as showing no Mitigation Measures are warranted as it relates to Project Operations. There are no measures considering the number of vehicles projected for the visitors and the equipment brought onto the acreage.
- **Impact 9.3 Exposure of Sensitive Receptors to Emissions of Toxic Air Contaminants (TAC'S)** denies substantial emissions of tacs during park and project construction due to it being temporary and of a distance resulting in rapid dissipation. This part of the item is limiting the coverage to the period of construction of both the park and project while not considering the period following those actions when the number of visitors to the areas being evaluated will consist of hundreds and thousands increasing the emissions. The impact to those properties located within two hundred feet of the park and project construction sites are also not included in the measures. Our property is located about two hundred feet from the twilight ride access acreage and that is not covered in any of the impacts in the report. The other part of this impact is regarding exposure to workers and residents of asbestos during project construction recorded as potentially significant. Both of these items include mitigation measures but only as they relate to the limitations during construction. It is consistent in the report that none of the measurements are considered as they relate to the increases in transportation, visitors and activities and the impact on residents and animals. The measures of emissions of all kinds are available for calculating the adverse impacts as increases in vehicle travel and actions of people are counted. These measures should be projected.

- **Impact 9.4** long-term (local) mobile-source emissions of carbon monoxide during project operation reported as not requiring mitigation measures. As with other impacts the results are based on the limited measures during project operation and do not consider impacts relative to the planned increases in transportation, vehicle emissions, increases in people and the activities in the park and on the trails.
- **Impact 9.5** exposure of sensitive receptors to odors. The odors being considered are diesel exhaust emissions but only as they are from on-site construction equipment. Mitigations measures are not needed based on the emissions being intermittent during construction and the rapid dissipation. As noted in other impacts, the measurements are needed regarding the odors caused by the increased vehicle traffic in locations near residences and ranches with animals.

- **Impact 10.1 Short Term Construction Generated Noise Levels Exceeding County Standards.** The reported results on this impact of noise in excess of 70dBA compares the decibel level to the County nighttime standard of 45dBA and concludes no mitigations are needed since the construction is limited to daytime hours. The question is what is the County daytime standard and how does that compare with the construction generated noise level in excess of 70dBA? The sustained level of noise is not addressed and the length of the daytime construction and noise level emission is not reported as needed. The decibel levels of the vehicles reported to be entering the park and trails access points and parking in the parking lots is not calculated. The decibel levels of the visitors entering the acreage including normal conversation, speaking on cell phones, listening to music or playing musical instruments, or setting up/unhooking horse trailers and reversing the activity, and other regular expected activities of visitors need to be calculated.
- **Impact 10.2 Increases in Long-Term (Operational) Noise Levels from Non-transportation Stationary and Area Sources** is stated to be generated from maintenance activities. The measure used for this figure is approximately 40 feet at the closest existing noise sensitive receptor and is not considered sufficient to warrant mitigations. Considering maintenance activities and not listing any of the activities involving vehicular, trailer, visitor actions and interactions that are the focus of the construction and maintenance being planned is a measure that is needed to address the park and trails development.
- **Impact 10.3 Increases in Transportation-Related Noise Levels** includes mitigation measures. The short-term construction traffic measure shows a 3dBA or greater increase in traffic noise levels along area roadways. What is the final total when 3dBA is added to the noise impact? The mitigation is to adjust the traffic allotted daytime hours as it relates to Impact 10.1 and a 3dBA or greater increase in traffic noise levels along area roadways. The confounding of calculations does not fall within any standardized measures. What is the noise level emitted by each defined vehicle, tractor, and power tools during the construction and maintenance and the combined emission for noise and air quality? A normal conversation is 60dBA and a diesel truck is 90dBA or more. The second mitigation for this impact refers back to Impact 10.2 reporting on the surface of the pavement to be used and the speed limit to be limited so as to not exceed applicable Placer County noise standards while still increasing ambient noise in the long-term. The study does not effectively define or measure accurately the impacts in 10.1, 10.2 and 10.3 and the impacts need to be studied and corrected or rejected.
- **Impact 10.4 Exposure of Persons to or Generation of Excessive Ground borne Vibrations or Noise levels** as they apply to "persons". It is interesting that the limitations of each of the Impacts are so concerning. Whether the omissions and considerations involving residents, property owners, ranchers as well as anticipated visitors to the park and trails expansion, this impact omits the animals including the cows, sheep, goats, horses, pigs, fowl and all wild/native species. Many animals are hypersensitive to ground borne vibrations and/or noise levels as well as other sensory impacts and have been recognized for their warnings of environmental hazards and pending dangers. Where is the measure to report this area of concern?

Noise Impact is not adequately researched and does not report the adverse impact to the people who reside in the access and expansion areas and have not been included in the study as well as the animals.

Conclusions regarding Hidden Falls Regional Park Trail Network Expansion SDEIR

Our review of Sections 4.0, 5.0, 7.0, 9.0 and 10.0 represent our time allotment to this extensive report. We have read and reviewed the entire report and our overall conclusions represent a complete coverage. Our reviews and comments in the body of this paper are a part of our conclusion.

We oppose the approval and certification of the Hidden Falls Regional Park Trail Network Expansion Subsequent Draft Environmental Impact Report in its entirety due to the following:

- The SDEIR based on the previously approved 2010 HFRP Certified EIR shows new significant impacts, a substantial increase in the severity of previously identified significant impacts and adds new information of substantial importance. These known substantial and significant impacts were the reason for pursuing the SDEIR in an attempt to present assumptions and mitigations to achieve approval of the project.
- The Big Hill lands and watersheds and natural habitat are threatened by the planned development of this project.
- The wildlife habitat is already threatened and further invasion will cause significant disruptions that knowledgeable ecologists report cannot be repaired or replaced.
- Changes and destruction of the oak woodland puts the resident property owners, ranchers and even the public in danger from wildfires.
- Increases in visitors/tourists/environmental enthusiasts/equestrians/bicyclists/hikers/in the access points and park and trails expansions add a significant increase to the wildfire threat. This is supported by past and recently occurring fires in locations very much like ours.
- Wildfires are taken seriously by local people already mentioned, insurance companies, local fire departments and environmental associations but not in the report supporting the development of an area rated as a high fire hazard area and identified as a Wildland Urban Interface threatening lives. The welfare and safety of the people is minimally considered and there is no reference to evacuation plans. Section 16.0 reports the plans to be pursued to address the "increased risk to human health...." Including measures taken in the development of the HFRP that have been sorely and unsuccessfully developed. It is a dangerous plan repeating mistakes and hazards putting people at risk and using tokens like a helicopter landing zone, a lightweight rescue vehicle, water tanks and promises to promote fire safety while moving forward, if approved, to expand a trail system impacting 6,000 residences and the occupants and hundreds to thousands of visitors.
- Water has been a concern for years and the depletion of our groundwater is not addressed as the plans for expensive engineered septic systems and drilling of wells is included in the plans. The use of facilities by hundreds and thousands of individuals is not even mentioned.
- Placer County has long been recognized as an agricultural community and in support of ranchers and the proposed changes and damage to the lands as well as the interference of people and dangers posed to animals is not addressed seriously and even ignored.

- Transportation is a large factor when reviewing every section of the SDEIR. The seriousness of the impact on the roads, in the communities, to the environment is limited in the coverage. By increasing the vehicle traffic in North Auburn on one busy day we estimate well over a thousand vehicles on Bell, Cramer, Lone Star and possibly Joeger and Dry Creek coming off of Highway 49 according to the documented plan.
- The vehicles will cause pollution including air quality, visual and auditory impacts which we have delineated in our itemized review in this paper (Pages 4-7). Pollution in all forms result from vehicles and the people driving them including hazards to water, our streams and creeks and flora and fauna.
- The need for a County Park and added trails has been questioned and has not been shown to be needed. Support for the trails has been based on surveys and claims that include specific focus groups and have not included the property owners, residents, ranchers, farmers, wineries who will be directly impacted by every negative reported. That group, not included, supports the ongoing ecologically active Placer Land Trust management and interest in activities with oversight. The Placer County project interest (reported in the SDEIR) encourages recreation, limited supervised use of the lands, threats to public safety, indiscretion as it relates to those who are local property owners and to the flora and fauna of the area. This has been witnessed since the HFRP was opened. By studying the SDEIR the action must be on behalf of the people. The significance of this conclusions is clearly delineated on every page of the report.

Based upon the information in the SDEIR and the assumptions made as well as the negative impacts to our communities, we request that you reject this project. Our conclusion is to approve Alternative 1 in the SDEIR.

Please include this correspondence as part of the permanent record.

Thank you,

Jean and Jim Piette

A handwritten signature in black ink, appearing to read "Jean Piette", written over the printed name "Jean and Jim Piette".

5395 Bell Road, Auburn, CA 95602 (530) 888-1340

Protect Rural Placer

Mr. & Mrs. James Piette
5395 Bell Rd
Auburn, CA 95602-9217

Placer County Board of Supervisors
175 Fulweiler Ave.
Auburn, Ca. 95603

5560334543 0019

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From: Jean Piette <jean39.piette@gmail.com>
Sent: Monday, May 18, 2020 5:17 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] HFRP Trail Network Expansion SDEIR

Attached please find our nine page review and conclusions on the SDEIR

Thank you for your attention

Sincerely, Jean and Jim Piette

May 18, 2020

Page 1.

To: Community Development Resource Agency, Placer County Board of Supervisors, Planning Commission, and Parks Division

From: Jean and James Piette, 5395 Bell Road, Auburn, CA 95602

Regarding: Hidden Falls Regional Park Trails Expansion SDEIR

We have resided in Placer County for 47 years and are members of Protect Rural Placer (PRP). Our ten acre property shares a property line with the Twilight Ride Access 50 Acre property. We have persisted under extreme shelter in place conditions to study the subject of this communication. We are finding that the conclusions and explanations in the SDEIR are inadequate and without the breadth and depth of understanding and scope of the potential impacts on the people, environment, habitat, agriculture, roads, and fire danger. The HFRP EIR previously issued was approved with limited and weak results and used as the base for the SDEIR we are reviewing. We believe the approach and overlap has left the results grossly inadequate.

Please refer to the attachments for several issues addressed, comments and our conclusion.

4.0 Land Use and Agricultural Resources

- Impact 4-1 is based on an assumption that the introduction of increased numbers of visitors, including hikers, bicyclists, equestrians, nature lovers, along with management plans will have no need for mitigation measures. Previous reports regarding the Hidden Falls Regional Park and the adjoining trails reveal the management and maintenance has been significantly missing. Existing conflicts and past grievances are not documented as well as objections documented by ranchers and private residents. There is no evidence of any collaboration and/or agreement with the ranchers or private property owners. Surveys and elicited statements of support are identified as Focus Groups and the residents, property owners, ranchers and farmers have not been included in the favored groups.
- Impact 4-2 Project elements are assumed to be adequate to state no mitigation measures are warranted. There are no reported findings to support the conclusion. "Project elements" are once again recorded as the reason the plan is compatible with agricultural uses with increased use by the public with nothing to support the claim.
- Impact 4-3 No mitigation measures warranted is documented without any approved minor use permit (MUP) in place. It is stated that "the proposed project is consistent with existing plans, policies, and regulations" before any of those impacted have any input. The existing policies and plans are those in place prior to the 2010 HFRP EIR and are the basis for the expanded project. This is not accurate or adequate for the SDEIR issued in 2020.
- Impact 4-4 No mitigation measures are warranted on an assumption that "future land uses" and "existing roadway corridors" to remain in place and the "approval of a modified CUP" will support the decision. There is nothing documented to support any of these claims that adjacent agricultural land use would not be adversely affected. Where are the figures of the number of visitors to the areas and their activities on the trails? Where is the evidence showing the people who will be impacted, i.e., property owners, residents, homeowners, ranchers, farmers, renters, wineries, had involvement in the proposals and planning? This impact is dependent on a conditional use permit that is yet to be approved for the current SDEIR.

Section 4.0 of the SDEIR has conclusions and results based on assumptions, unsubstantiated claims and projected future actions not approved and clearly does not justify approval.

- Impact 5-1 Erosion hazards is an area identified as potential erosion during construction as well as over time through use and maintenance. Actions proposed are to “reduce the potential impacts” that are not named. The watershed in question is important to everyone, not just us. The documented steps to be taken and approvals obtained are vague and do not seem to appreciate the size of the planned expansion. The number of people, who are (residents, ranchers, farmers or agricultural animals) who will be impacted by the erosion hazards has been lost in the rhetoric. Where are the figures and calculations considering the expected numbers of visitors, vehicles, bicycles, animals and impact of specific activities that cause erosion?
- Impact 5-2 Naturally occurring asbestos as it relates to erosion resulting from construction is a concern and is reported to be “less than significant” with a plan in place during construction. The majority of these environmental items are addressed primarily as it relates to construction. The impact of asbestos caused by hundreds of visitors to the park and trails on a daily schedule are not considered as it relates to the people living in the local communities as well as the visitors.
- Impact 5-3 regarding the location of a “potentially active” fault zone, the report has shown the fault zone had been identified previously. The cost of the studies and costs relative to the buildings and safety measures for the visitors to the area are not included in the report. This identified geologic hazard along with erosion from construction and increased use by hundreds of visitors is not calculated in dollars or risks. All property owners and all visitors have not been informed of any risks of any kind or any financial burdens now or in the future and should be made aware. Reports that minimize any aspect of a planned development are not tolerable.
- Impact 5-4 Landslides are reported to present no risk. It is noted with site alterations from “construction of recreation facilities in the park and expansion project area” there could be changes as a result of “site alterations”. It is concluded that the risk is considered low. It is a concern when the risk is caused by the alterations caused from construction. That goes against the usual efforts to eliminate risks. The question is why is it alright to move ahead with a development when the construction causes risks of landslides as well as increases in the pollution of water and air quality? Each of these impacts is being looked at individually and the combined impacts are not mentioned.

- Impact 5-5 Wastewater Disposal Systems is reported the soil supports engineered septic systems and will comply when properly engineered. This claim indicates the impact would be less than significant. However, when Impact 11.0 Hydrology and Water Quality items are reported it is a concern and that is not revealed in this Section. The added expense of engineered septic systems is not included anywhere in the report. This requirement based on the soil must be checked seriously. If the soil for this purpose requires special measures and the possible health hazards to us and our community exists we want to know why the “less than significant” decision was reached and the true impact.

Section 5.0 of the SDEIR includes safety issues, hazards and expenses that do not support approval.

Section 7.0 Visual Resources

Page 4.

- Impact 7-1 Minimizes the visual impact based on short term construction activities as well as changes from vegetation and tree removal being in areas “not visible from most off-site public locations.” The focus is on construction and the impact is not taking the local residents into consideration. Our home and property share a property line with the Twilight Ride Access site of 50 acres where construction is going to include an added turning lane onto the site from Bell Road, a driveway to a parking lot and trailhead access that will be our view. The plan is to drill wells, install septic systems, construct restrooms and water fountains and troughs for horses, a picnic area, and build two bridges. The “short term construction” claim is not reported in any time frame and we ask what the projected time frame would be?
- Impact 7-2 The long-term changes to visual resources is also in consideration of the public visiting the park and trails acreage. There are no references to the residents who will be impacted with the visual changes that have already started as of this date. Trees are being removed along Bell Road and we will be forever impacted by those changes along with every move being planned. The significance of the visual impacts to us and our community is not reported.
- Impact 7-3 The visual changes the report describes as “improvements” at Garden Bar Road and Curtola Ranch cannot easily be minimized as most other items are as the outcry from property owners has already been expressed publicly and are documented. This and many other impacts are found in several Sections with overlaps. In this case, it seems unworthy to not only move forward when the impacts are significant to the visual changes, but, the removal of many mature oak trees is being justified somehow. What is the justification?
- Impact 7-4 The increased light and glare is reported to be minimal and no mitigation measures are needed. We have not read anything in the report that covers the impact of the lighting referred to in terms of intensity or pollution in a specific location. There is nothing that refers to the lights on vehicles or devices that visitors may use. Our view will be of vehicles arriving at sunrise and leaving at sunset or later as is the case at the current Hidden Falls Regional Park. What are the measures for intensity and glare as it relates to the Twilight Ride Access and Trailhead location as well as other areas throughout the park and trails expansion? What is the

measure of the “existing surrounding lighting” being referenced in the plan? The reporting is minimizing items, ignoring objections and reports expressed and reaching conclusions without any supporting data.

Section 7.0 Visual Resources is severely limited in the coverage regarding all impacts reported. The impacts all are based on the limited time frame of the construction being considered, the remote locations being developed or maintained that are not visible to the public, the minimal impact of light and glare while under construction. These explanations do not include any supporting data or any considerations for the people who reside in the locations being impacted. The approval should not be supported.

Piette Attachment May 18, 2020

Page 5.

Section 9.0 Air Quality

- Impact 9.1 Short-Term Emission of Criteria Air Pollutants and Precursors during Construction. This impact showing no Mitigation Measures are warranted, is limited to construction and does not include emissions from the increase in vehicles including hundreds and thousands of visitors to the area with gas powered and diesel powered vehicles and the propane equipped trailers and barbeques or other equipment not itemized anywhere.
- Impact 9.2 Long-Term, Regional Emissions of Criteria Air Pollutants and Ozone Precursors Associated with Project Operations. The impact is reported as showing no Mitigation Measures are warranted as it relates to Project Operations. There are no measures considering the number of vehicles projected for the visitors and the equipment brought onto the acreage.
- Impact 9.3 Exposure of Sensitive Receptors to Emissions of Toxic Air Contaminants (TAC'S) denies substantial emissions of tacs during park and project construction due to it being temporary and of a distance resulting in rapid dissipation. This part of the item is limiting the coverage to the period of construction of both the park and project while not considering the period following those actions when the number of visitors to the areas being evaluated will consist of hundreds and thousands increasing the emissions. The impact to those properties located within two hundred feet of the park and project construction sites are also not included in the measures. Our property is located about two hundred feet from the twilight ride access acreage and that is not covered in any of the impacts in the report. The other part of this impact is regarding exposure to workers and residents of asbestos during project construction recorded as potentially significant. Both of these items include mitigation measures but only as they relate to the limitations during construction. It is consistent in the report that none of the measurements are considered as they relate to the increases in transportation, visitors and activities and the impact on residents and animals. The measures

of emissions of all kinds are available for calculating the adverse impacts as increases in vehicle travel and actions of people are counted. These measures should be projected.

- Impact 9.4 long-term (local) mobile-source emissions of carbon monoxide during project operation reported as not requiring mitigation measures. As with other impacts the results are based on the limited measures during project operation and do not consider impacts relative to the planned increases in transportation, vehicle emissions, increases in people and the activities in the park and on the trails.
- Impact 9.5 exposure of sensitive receptors to odors. The odors being considered are diesel exhaust emissions but only as they are from on-site construction equipment. Mitigations measures are not needed based on the emissions being intermittent during construction and the rapid dissipation. As noted in other impacts, the measurements are needed regarding the odors caused by the increased vehicle traffic in locations near residences and ranches with animals.

- Impact 10.1 Short Term Construction Generated Noise Levels Exceeding County Standards. The reported results on this impact of noise in excess of 70dBA compares the decibel level to the County nighttime standard of 45dBA and concludes no mitigations are needed since the construction is limited to daytime hours. The question is what is the County daytime standard and how does that compare with the construction generated noise level in excess of 70dBA? The sustained level of noise is not addressed and the length of the daytime construction and noise level emission is not reported as needed. The decibel levels of the vehicles reported to be entering the park and trails access points and parking in the parking lots is not calculated. The decibel levels of the visitors entering the acreage including normal conversation, speaking on cell phones, listening to music or playing musical instruments, or setting up/unhooking horse trailers and reversing the activity, and other regular expected activities of visitors need to be calculated.
- Impact 10.2 Increases in Long-Term (Operational) Noise Levels from Non-transportation Stationary and Area Sources is stated to be generated from maintenance activities. The measure used for this figure is approximately 40 feet at the closest existing noise sensitive receptor and is not considered sufficient to warrant mitigations. Considering maintenance activities and not listing any of the activities involving vehicular, trailer, visitor actions and interactions that are the focus of the construction and maintenance being planned is a measure that is needed to address the park and trails development.
- Impact 10.3 Increases in Transportation-Related Noise Levels includes mitigation measures. The short-term construction traffic measure shows a 3dBA or greater increase in traffic noise levels along area roadways. What is the final total when 3dBA is added to the noise impact? The mitigation is to adjust the traffic allotted daytime hours as it relates to Impact 10.1 and a 3dBA or greater increase in traffic noise levels along area roadways. The confounding of calculations does not fall within any standardized measures. What is the noise level emitted by each defined vehicle, tractor, and power tools during the construction and maintenance and the combined emission for noise and air quality? A normal conversation is 60dBA and a diesel truck is 90dBA or more. The second mitigation for this impact refers back to Impact 10.2 reporting on the surface of the pavement to be used and the speed limit to be limited so as to not exceed applicable Placer County noise standards while still increasing ambient noise in the

long-term. The study does not effectively define or measure accurately the impacts in 10.1, 10.2 and 10.3 and the impacts need to be studied and corrected or rejected.

- Impact 10.4 Exposure of Persons to or Generation of Excessive Ground borne Vibrations or Noise levels as they apply to “persons”. It is interesting that the limitations of each of the Impacts are so concerning. Whether the omissions and considerations involving residents, property owners, ranchers as well as anticipated visitors to the park and trails expansion, this impact omits the animals including the cows, sheep, goats, horses, pigs, fowl and all wild/native species. Many animals are hypersensitive to ground borne vibrations and/or noise levels as well as other sensory impacts and have been recognized for their warnings of environmental hazards and pending dangers. Where is the measure to report this area of concern?

Noise Impact is not adequately researched and does not report the adverse impact to the people who reside in the access and expansion areas and have not been included in the study as well as the animals.

Piette Attachment May 18, 2020

Page 8.

Conclusions regarding Hidden Falls Regional Park Trail Network Expansion SDEIR

Our review of Sections 4.0, 5.0, 7.0, 9.0 and 10.0 represent our time allotment to this extensive report. We have read and reviewed the entire report and our overall conclusions represent a complete coverage. Our reviews and comments in the body of this paper are a part of our conclusion.

We oppose the approval and certification of the Hidden Falls Regional Park Trail Network Expansion Subsequent Draft Environmental Impact Report in its entirety due to the following:

- The SDEIR based on the previously approved 2010 HFRP Certified EIR shows new significant impacts, a substantial increase in the severity of previously identified significant impacts and adds new information of substantial importance. These known substantial and significant impacts were the reason for pursuing the SDEIR in an attempt to present assumptions and mitigations to achieve approval of the project.
- The Big Hill lands and watersheds and natural habitat are threatened by the planned development of this project.
- The wildlife habitat is already threatened and further invasion will cause significant disruptions that knowledgeable ecologists report cannot be repaired or replaced.
- Changes and destruction of the oak woodland puts the resident property owners, ranchers and even the public in danger from wildfires.
- Increases in visitors/tourists/environmental enthusiasts/equestrians/bicyclists/hikers/in the access points and park and trails expansions add a significant increase to the wildfire threat. This is supported by past and recently occurring fires in locations very much like ours.
- Wildfires are taken seriously by local people already mentioned, insurance companies, local fire departments and environmental associations but not in the report supporting the development of an area rated as a high fire hazard area and identified as a Wildland Urban Interface threatening lives. The welfare and safety of the people is minimally considered and there is no reference to evacuation plans. Section 16.0 reports the plans to be pursued to address the

“increased risk to human health....” Including measures taken in the development of the HFRP that have been sorely and unsuccessfully developed. It is a dangerous plan repeating mistakes and hazards putting people at risk and using tokens like a helicopter landing zone, a lightweight rescue vehicle, water tanks and promises to promote fire safety while moving forward, if approved, to expand a trail system impacting 6,000 residences and the occupants and hundreds to thousands of visitors.

- Water has been a concern for years and the depletion of our groundwater is not addressed as the plans for expensive engineered septic systems and drilling of wells is included in the plans. The use of facilities by hundreds and thousands of individuals is not even mentioned.
- Placer County has long been recognized as an agricultural community and in support of ranchers and the proposed changes and damage to the lands as well as the interference of people and dangers posed to animals is not addressed seriously and even ignored.

Piette Attachment May 18, 2020 Conclusions continued

Page 9.

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- The vehicles will cause pollution including air quality, visual and auditory impacts which we have delineated in our itemized review in this paper (Pages 4-7). Pollution in all forms result from vehicles and the people driving them including hazards to water, our streams and creeks and flora and fauna.
- The need for a County Park and added trails has been questioned and has not been shown to be needed. Support for the trails has been based on surveys and claims that include specific focus groups and have not included the property owners, residents, ranchers, farmers, wineries who will be directly impacted by every negative reported. That group, not included, supports the ongoing ecologically active Placer Land Trust management and interest in activities with oversight. The Placer County project interest (reported in the SDEIR) encourages recreation, limited supervised use of the lands, threats to public safety, indiscretion as it relates to those who are local property owners and to the flora and fauna of the area. This has been witnessed since the HFRP was opened. By studying the SDEIR the action must be on behalf of the people. The significance of this conclusions is clearly delineated on every page of the report.

Based upon the information in the SDEIR and the assumptions made as well as the negative impacts to our communities, we request that you reject this project. Our conclusion is to approve Alternative 1 in the SDEIR.

Please include this correspondence as part of the permanent record.

Thank you,

Jean and Jim Piette

5395 Bell Road, Auburn, CA 95602 (530) 888-1340

Protect Rural Placer

From: Jean Piette <jean39.piette@gmail.com>

Sent: Monday, September 7, 2020 4:06 PM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>; Megan Wood <MWood@placer.ca.gov>

Subject: [EXTERNAL] Hidden Falls Expansion Project

Please include this request to the Public Comment input at the September 8, 2020 Board of Supervisors meeting.

We regret not being able to attend the meetings you are scheduling in your goal to proceed with the approval of the Hidden Falls Expansion Project. We, and others, have requested delays and varied supports to those of us who are challenged when asked to attend meetings and/or to participate via the internet/virtual communication access, such as making hard copies of the materials available. It is unrealistic to expect all of us to be technologically advanced as the county establishment. It is a lack of understanding and compassion when you ignore and reject the conditions and requests of those you represent.

We previously objected to the premature purchase of the Twilight Ride property next to our home and recently objected to the premature intent to move forward with a conditional use permit before the Final EIR is approved. We have consistently requested contacts and sharing of information and planned actions and transparency with minimal or no response or acknowledgement. Today we note a sign posted on 5345 Bell Road entry gate regarding the Development of the property. Once again we were not given any prior notice of any kind.

We are requesting that the Project be postponed until such time as the county residents and all members of the public in remote locations are able to participate in the decision-making process. We value the county operation that includes the Municipal Advisory Councils and other parts of the organization and would like to see those groups and individuals participating. Those in our community who are able to participate will attend. We do not consider this an acceptable substitute to our participation but are being forced into a situation we are unable to control. The county actions and decisions to move forward in the existing scheduling have suppressed our rights to be directly involved.

Please include our communication in the permanent record. Thank you for your attention.

Sincerely,

James and Jean Piette 5395 Bell Road, Auburn, Ca 95602
530-888-1340

May 13, 2020

To: Chairperson and Placer County Board of Supervisors

Re: Hidden Falls Regional Park Trail Expansion Project / Comments from
"PLACER TRAILS" on the Draft Subsequent Environmental Impact Report

Attached: "PLACER TRAILS" response to the DSEIR, a coalition of seven trail
groups representing 4,174 members.

Placer Trails has been following with great interest the expansion of Hidden
Falls on 2,500 acres of natural open space and 30 miles of new trails, along
with Placer County's Park and Trails Masterplan. Placer Trails is in full
support of the Hidden Falls Trail expansion project and the County's Trail
Master Plan. We look forward to their approval and implementation.

Sincerely,



Jeffrey Foltz
Member GCTC, Representative of Placer Trails
2001 Shady Trail Ln., Rocklin, Ca.



May 12, 2020

Environmental Coordination Services
Placer County Community Development Resource Agency
3091 County Center Drive, Suite #190
Auburn, CA 95603
cdraecs@placer.ca.gov

To: Environmental Coordination Services

Re: Hidden Falls Regional Park Trail Expansion Project: "*Placer Trails*" Comments
on Draft Subsequent Environmental Impact Report (DSEIR)

Placer Trails is a coalition of seven trail groups active in Placer County, with a combined membership of approximately 4,174. Our groups span the full spectrum of trail users—mountain bikers, hikers, runners, and equestrians—and we are united in supporting the development of new multi-use trail networks. As frequent users of our region's trails, we experience first hand the increased overcrowding of popular trailheads and trails, especially at Hidden Falls Regional Park. The Trail Expansion Project is a unique opportunity for Placer County to more than double the size of the Hidden Falls trail network and provide public access to more than 2,500 acres of open-space, oak woodland preserves owned by Placer Land Trust (PLT). *Placer Trails* enthusiastically supports the Hidden Falls Regional Park Trail Expansion Project ("Trail Expansion Project") and Placer County's Park and Trails Masterplan.

The following comments by *Placer Trails* on the Trail Expansion Project and the DSEIR supplement the comments individually submitted by each trail group.

Public Benefits are Clear

As summarized in the DSEIR, the expansion of Hidden Falls trails into adjacent oak woodlands and rangeland is a concept that has been in the works for years. Trail users have been closely tracking the progress of Placer County and its Placer Legacy Open Space and Agricultural Conservation Program, working in close partnership with PLT and willing landowners, to acquire and protect more than 2,500 acres of natural open space and rangeland where the 30 miles of new trails will be located.

Trail activities — biking, hiking, running, and horse riding — are exceptionally popular forms of recreation in Placer County, have proven benefits to individual and community health, and are a major contribution to our region's economy. Nationally, for example, the equestrian industry is a \$9.1 billion/yr business. Bicycle recreation generates \$83 billion across the United States. Numerous Placer County businesses of all sizes sell equipment and supplies, refreshments and food, for biking, hiking, running, and equestrian enthusiasts.

Because of the popularity of trails, however, existing trails and trailheads are in such high demand that they are often overcrowded. Placer County's Trail Expansion Project will add new trailheads and more than 30 miles of multi-use public trails through thousands of acres of protected lands, greatly increasing public accessibility and benefits. Most of the County's new trails would be on PLT preserves located northeast of the existing Hidden Falls Regional Park and north to the Bear River, including a vast landscape of undeveloped blue oak woodlands and rangelands.

Public Support is Strong

There is broad public support for new trails in Placer County. In addition to the more than 4,000 members of our organizations, more than 2,200 individuals signed either online or paper petitions in support of the Hidden Falls Trails Expansion Project and the County's Parks and Trails Master Plan. Perhaps more important than simple head counts are the hundreds of comments made by petition signers. Examples are:

- "We support new trails and would love to do whatever we can to help make this happen and add more value for the community."
- "Can't wait for the new trails to open."
- "Expansion of the park will be an added asset to our County. As a frequent user of the Park I enjoy meeting people of all ages who come out to enjoy Hidden Falls."
- "I love Hidden Falls but haven't been in recent years due to the parking issue. I would love expanded trail heads to increase opportunities for visitors."
- "Trails are essential for our citizens to have access to nature and open space, both of which are vital to nourishing the human spirit."
- "New trailheads will help equal the impact on all neighborhoods through which access to the wonderful parks and trail system is available."
- "I cannot overemphasize the importance of these trails to the health, wellness and safety of our community. We live in such a beautiful place, we need safe ways to enjoy it."

Public Investment Will Now Pay Off

About \$15 million of public and private funds have been invested to acquire and protect the more than 2,500 acres of open space and rangeland in the PLT preserves where the trail expansion will occur. Thanks to PLT and funding partners, the County has achieved this substantial conservation of oak woodlands and public trail access while contributing less than 40 percent of the acquisition funding — a highly leveraged investment by Placer County for public benefit. The Board of Supervisors approved each acquisition through the normal public process, and all these acquisitions include an agreement between the County and PLT to collaborate on providing public trail access.

The County's Trail Expansion Project will include a combination of new and existing trails and ranch roads on these PLT preserves, including new trails built by PLT with community investment. Currently, these PLT trails and preserves are accessible to the public only through monthly docent-led hikes and other events, greatly limiting public use. Public access to these trails and others developed as part of the Trail Expansion Project will be a major public benefit for now and future generations.

Placer Trails Supports the Trail Expansion Project and Certification of the DSEIR

The detailed analysis presented in the DSEIR evaluates a comprehensive list of potential impacts of the Trail Expansion Project. Among these were specific issues of concern expressed at public meetings:

- Potential land use conflicts between existing cattle grazing operations and a public trail system
- Potential land use conflicts between existing rural residences and the introduction of parking/trailhead areas
- Increase in traffic and potential impacts to local roadways
- Potential for project's wells to impact existing local wells
- Potential impact to public services, especially fire services related to emergency medical responses
- Potential increase in wildfires due to visitors; impacts on level of service for surrounding residential areas
- Potential to increase noise levels along study roadway segments
- Potential to introduce light or glare to a rural area

All of these potential impacts, including traffic when based on level of service, were found to be less than significant with specified mitigation measures that are included in the Trail Expansion Project. *Placer Trails* agrees with the analysis in the DSEIR and concludes that potential impacts can be reasonably managed.

Placer Trails supports full build out of the Trail Expansion Project, with the understanding that Placer Land Trust will work with the County to adjust designs as

needed to ensure that trail construction and use intensity is compatible with conservation objectives of the preserves.

Alternatives to the Proposed Project are Less Desirable

- The "No Project Alternative" does nothing to meet the goals of the Placer County General Plan or Placer Legacy Program, does not achieve the intended use of the PLT and County-held properties and easements for public recreation, and does not address current shortcomings of trail access and parking.
- Alternative 2 is the least impact alternative (other than the No Project Alternative) because it reduces parking and other trailhead facilities at all four sites. However, parking spaces are reduced by 60% compared to the Trail Expansion Project, and some planned emergency access and restroom facilities are eliminated. *Placer Trails* believes that this approach would leave parking problems inadequately addressed and will not serve the purpose of distributing use among all four trailhead locations.
- Alternative 3 is the same as the Trail Expansion Project except for reduced development at the Garden Bar entrance. It calls for 11% fewer parking spaces than the Trail Expansion Project, but with all the reduction at Garden Bar. *Placer Trails* believes that the limited access at Garden Bar will create an over-concentration of trail users at the Mears and Twilight Ride access facilities and on the trails in that vicinity.

Conclusion

Placer Trails concludes, based on the analysis in the DSEIR, that the impacts of the Hidden Falls Trail Expansion Project are small or can be reasonably managed and will be more than offset by the many benefits of public access to Land Trust preserves – now, and for future generations. Seldom has it been so clear as in this time of a global pandemic, that people need access to nature and trails without the hazards of congestion and overcrowding. The County should move ahead with the Trail Expansion Project, as proposed, to create a truly unique and expansive trail system in the foothills of Placer County.

Respectfully,

Bernard Molloy



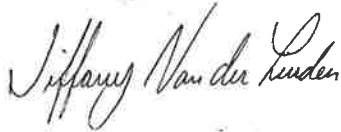
Bernie Molloy, President
Gold Country Trails Council
P.O. Box 753, Cedar Ridge, CA. 95924

Maureen Henderson

Maureen Henderson, Trails Liaison
Loomis Basin Horsemen's Association
P.O. Box 2326, Loomis, CA 95650



Patrick Parsel, Trails Coordinator
Tahoe Area Mountain Biking Association
P.O. Box 13712, South Lake Tahoe, CA 96151



Tiffany Van der Linden, President
Meadow Vista Trail Association
P.O. Box 871, Meadow Vista, CA 95722



Matt Wetter, President
Folsom Auburn Trail Riders Action Coalition
P.O. Box 6356, Auburn, CA 95604



Diana Boyer, President
Auburn Trail Alliance
P.O. Box 4892, Auburn, CA 95604



Allison Pedley, Executive Director
Truckee Trails Foundation
P.O. Box 1751, Truckee, CA 96160

Mr. Jeffrey Foltz
2001 Shady Trail Ln
Rocklin, CA 95765-4634



SACRAMENTO

NOV 11 1995

Bonnie Gore
Placer County Board of Supervisors
175 Fulweiler Ave
Auburn, CA-
95603

Mr. Jeffrey Foltz
2001 Shady Trail Ln
Rocklin, CA 95765-4634

95603-4634

Date: May 18, 2020

To: Community Development Resource Agency
Placer County Board of Supervisors
Planning Commission and Parks Division
Auburn, CA 95603

From: Jim & Jane Goddard
11400 Lone Star Road
Auburn, CA 95602

Re: Hidden Falls Regional Park Trails Expansion SDEIR

As longtime residents of North Auburn, and members of Protect Rural Placer, we are writing to you to refute the above referenced document. This SDEIR, as with the previous HFRP EIR, make weak assumptions and does not take into consideration the full impact that this project will have upon the residents, roads, environment, habitat, agriculture, and fire danger of the nearby community. Specific issues raised are:

WILDFIRE

California Zip code 95602 has been targeted as a high wild fire danger area. Most residents with that zip code have lost their homeowners fire insurance and had to seek coverage elsewhere with an exorbitant increase in costs. Insurance companies are aware that wildfires can travel up to 14 miles in one hour, and the proposed trail expansion covers extremely combustible dry oak woodlands and heavily wooded/brushy hills. The expansion project increases the danger for wildland fires to hundreds of residents within and surrounding the 3700 acres. The likelihood of illegal camping by campers and homeless will increase the potential for wildland fires from campfires, as well as from combustible trash, bottles and cigarettes. It is common knowledge that 95% of all fires are started by humans. Homelessness is up 23% from last year in Placer County.

There is no discussion in the SDEIR pertaining to:

- The SDEIR does not discuss human behavior with regards to fire safety in an open area where cigarette or marijuana smoking, vaping, or campfires would not be monitored, even though 95% of fires are started by humans (per Cal Fire)
- Missing from the SDEIR, who will be policing the smoking, campfires, and barbeques that will happen within the park? How many rangers will be hired to constantly monitor that people are not smoking, setting up a BBQ, or campfire, or even a tent for overnight camping? Who will be counting the number of people going into the park

each day, and coming out, making sure that there is not one person still in the park at dusk? What is the budget for this big and ongoing expense?

- The SDEIR does not mention the opening and re-staffing the Lone Star Fire Station #194 that has sat vacant for many years. Due to its proximity to the Expansion, it would be important and imperative that it be re-staffed and resurrected. Also, it should be in the budget as the Expansion would add a huge responsibility for the Atwood station to cover not only Hidden Falls but also the growing city of Auburn
- PG & E and all insurance companies consider this area as laden with great risk for a wildland fire. Fuel mitigation does not reduce the chance for ignition of fires
- The SDEIR does not cover red flag days as it pertains to Hidden Falls and the surrounding area. Who will be making the decision to close the park and how will people in the park and surrounding neighborhoods be notified. The internet and cell service availability in this area is undependable and less than desirable
- The SDEIR does not discuss evacuation plans in case of wildland fire. There are only 3 rural roads to get out onto Highway 49 from Hidden Falls, either Lone Star, Cramer or Bell Road. Who will be in charge and how will the orders be administered. The internet and cell service availability in this area is undependable and less than desirable. There are hundreds of driveways in the surrounding neighborhoods (with limited line-of-sight) that will need to be considered
- The SDEIR contains very limited discussion regarding the rate of spread of wildfire as influenced by topography, fuels and weather. Rate of spread is very concerning as it is related to evacuation and the welfare or safety of the community
- The SDEIR does not designate how many fire hydrants will be in the Expansion and where they will be located
- The SDEIR does not discuss the fact that the Mears Road water source has gone dry, and they plan to drill for water at the Twilight Ride parking lot, which is in an area that neighbors are already experiencing low producing water wells and dry wells. Drilling more wells in an area where there is already well water problems for the exiting homeowners is risky, inconsiderate and unfathomable
- There are an estimated 6,000 residences in the proximity to HFRP. There is no evidence in the SDEIR about the number of driveways and side roads along Bell, Cramer and Lone Star and the possible total number of vehicles that could be merging to evacuate all at one time in case of an emergency. Who would be responsible for the evacuation, inside and outside of the park?
- With the proposed expansion of the HFRP, Placer County creates untold liability by introducing many hundreds, if not thousands of Park users into a fire-prone area, an area already impacted by fire insurance cancellations and insurance rate increases that are largely attuned to a calculated risk

ROADS & TRANSPORTATION

The Hidden Falls expansion, which is 100% recreational, does not meet any of the criterion defining rural. Definition of Rural: Pertaining to country as distinguished from the city or

town, rustic; pertaining to farm or agriculture. The access roads leading to the proposed expansion parking lots (Garden Bar, Lone Star, Cramer and Bell) are narrow and riddled with many blind curves, undulating hills and limited visibility. The County has been planning the Hidden Falls Regional Park Expansion since 2005 and have not collaborated with the residents in the affected communities of rural North Auburn and Lincoln.

- The SDEIR does not adequately cover the many problems and liabilities pertaining to the inability of those current roads to handle the proposed and expected traffic
- We conducted our own survey and found 73 driveways and off shoot roads that have dangerous entrances and exits. We were careful to only include those (out of hundreds) that had one or both of the above access dangers
- Many of the curves on those roads have signs suggesting 15 mph due to the visibility if less than a car length approaching the entrance from both directions
- The SDEIR fails to identify and evaluate how increasing vehicle traffic on these rural roads will substantially increase the danger on those roads
- Cramer Road: This road does not meet minimum safety standards as it is not wide enough to have a center line. There have been several accidents reported on Cramer; therefore, who is responsible if an accident occurs on a road that does not meet minimum standards? Placer County?
- Lone Star Road: Lone Star Road has a high volume of traffic due to Auburn Valley Country Club, Auburn Valley residents, Lone Star residents, and other roads off of Lone Star, such as Sisson Lane, and a large gated community. The road has many sharp curves, undulating pavement, barely wide enough for a center line, and a junction at Highway 49 where there have been many vehicle accidents including numerous fatalities
- Bell Road: The SDEIR fails to identify that Bell Road, West of Highway 49, will be heavily impacted due to the approval of high density and high traffic generating residential, government and commercial projects. Due to the volume of traffic, poor visibility, grade of road, excessive speed of motorists, and a left hand turn lane into the Twilight Ride entrance would be absolutely essential
- Garden Bar Road: The SDEIR only suggests minimal road improvements, which demonstrates a huge lack of regard for the safety of the residents
- Mears Drive: There is excessive traffic and speeding, with no California Highway Patrol presence

VOLUME OF TRAFFIC

- The SDEIR states that the Twilight Ride Parking Lot on Bell Road will generate at least 600 vehicle trips on a single weekend day. The Harvego parking lot which is accessed through Auburn Valley Country Club would generate 573 vehicles. That is 1,173 vehicles in a single weekend day on Bell, Cramer and Lone Star Road. The impact will be impossible and devastating

- The SDEIR fails to identify all the other sources of traffic to these roads such as wineries, Auburn Valley golf course, event center and restaurant, Agri-Tourism events, North Auburn Art Studio Tours, and Nicholson Glass Blowing
- The SDIR fails to identify that traffic safety issues will be compounded by truck and trailer rigs and cyclists. None of these roads have sidewalks, adequate shoulder or bike lanes. We have personal knowledge as we have seen many bike riders and joggers coming up the hill right in front of our home and there have been many close calls due to the narrow road and speeding cars, trucks, trailers, motorcycles and delivery trucks
- Based on the Park's Department information, 2/3 of the visitors to the current Hidden Falls Regional Park are not from Placer County, and will not be familiar with our rural country roads
- We live on Lone Star and take a deep breath when we go left or right on Highway 49, where people drive 70+ all the time. It's like pulling out onto a freeway from a dead stop, nothing like the ease of a freeway entrance
- The SDEIR does not adequately address evacuation in the case of a wildfire. It does not identify and quantify the number of residents egressing and implications of narrow winding rural roads being heavily congested and overwhelmed in an emergency

HIGHWAY 49

There have been 4 fatalities in the past six months. It is an extremely dangerous stretch of highway and a significant impact. We have lived here for 40 years and have seen many accidents and many fatalities. The SDEIR fails to identify SR 49 as an extremely dangerous highway.

- The SDEIR states that "the traffic contribution to the SR 49/Lone Star intersection is considered to be substantial, but fails to conclude and disclose that this would be a **significant impact**". It would be a huge and dangerous impact!!
- The SDEIR and the County can't count on any safety improvements (proposed roundabouts and center divider) to this section of SR 49 by Caltrans, because the improvements will require extensive and expensive studies analysis, public input, funding and construction, which would be years out

CRIME & TRESPASSING

We have lived on Lone Star Road for forty years and have not had one incidence of theft or trespassing.

- The SDEIR does not address the fact that two-thirds of the population visiting Hidden Falls lives out of Placer County

- The Mears Road entrance has seen a huge increase in crime, including theft and trespassing, and verbal abuse from park visitors that were unable to find a parking place, or were asked to move their car that was illegally parked
- The Mears Road residents have complained that even though there are no parking signs, when the parking lot is full, visitors will park in areas that are not designated for parking, including their driveways
- The SDEIR does not address the fact that the Expansion will most likely experience the same problems and how it will be prevented and resolved. Will there be full time parking guards at each parking lot and a police officer monitoring the neighborhood to discourage and prevent problems

AIR QUALITY & POLLUTION

The SDEIR does not adequately address the increase of air pollution and air quality to the residents surrounding Hidden Falls due to car and truck exhaust to a neighborhood with livestock and natural habitat of the area. Not just during the construction period, but the years going forward and for generations to come. A parking reservation system would not solve the problem of hundreds of cars, trucks and trailers and motorcycles driving around the neighborhood looking for a place to park when the lots are full, 7 days a week.

FINANCIAL RESPONSIBILITY

At the June 14, 2018 NOP Scoping Meeting that was held regarding the proposed Twilight Ride property, a resident of Auburn Valley Country Club spoke during the public comment period. She charged Mr. Fischer and Ms. Carnahan to come back with an in-depth cost analysis and budget of an entire lengthy list of items that must be prepared and presented to the Placer County Board of Supervisors at a future public meeting before any formal consideration of going forward with the Twilight Ride proposal. We have attended almost every meeting pertaining to Hidden Falls for the past several years and we have not seen or heard of a detailed and completed budget pertaining to the Hidden Falls expansion. The SDEIR does not detail and/or describe who will be responsible for the following ongoing expenses pertaining to the expansion. We understand that when the projected project is done, Placer County will be responsible for the following:

- Salary of full time park rangers to be at each entrance gate that would also be in constant patrol of all the trails making sure livestock and wildlife are safe; as well as Placer County residents that are adjacent to the Park
- Maintenance people for the cleanliness of the park, emptying the trash cans on a daily basis, restroom facilities
- On-site security officers to monitor for homeless, crime, parking problems, etc.
- Cost of electricity for lights, wells, etc.
- Emergency phone(s) in case of little or no cell service in remote areas
- Maintenance of wells and septic tanks
- Maintenance of all trails, fire breaks, helicopter pads

- Maintenance of all trees, bushes, watering in the summer months
- Police and fire department calls to Hidden Falls and emergency evacuations when necessary

FAILURE OF SDEIR TO ADDRESS THE CONCERNS OF PLACER COUNTY RESIDENTS

If the Hidden Falls expansion is approved by the Placer County Supervisors, the SDEIR has failed to address the many concerns of the people that live and have lived in rural Auburn for many years. We have attended and spoke at many meetings, wrote many letters, all with the hope that someone would be listening to our pleas, from our hearts! Yes, we understand that people want to be outside to ride bikes, ride horses, or take a nice walk with their dogs. But, Placer County already has 900 of beautiful trails that do not infringe on rural Placer County resident's homes or property. If the expansion is approved, we will be faced with:

- Increase in yearly property taxes to pay for the expenses at Hidden Falls
- Huge increase in traffic, noise and air pollution on our rural roads
- Increased traffic on already impacted Highway 49
- Huge increase in litter thrown out on the road from people going to and from the park. We already have litter (that we pick up) from people going to and from the golf course
- The fear of fire from so many people going to an area (so close to our home) that will have the ability to smoke, have a BBQ or start a campfire. Signs can be posted but people do not pay attention to signs
- The fear of crime and trespassing, which we have never had to worry about in the past 40 years
- The chance of more existing wells becoming dry in an area that is already experiencing dry and low output wells

CLOSING REMARKS

Based upon the information in the SDEIR, the assumptions it has made, and the negative impacts to the very communities who were not included in any of the 15-year planning, we request that you reject this project.

The Parks Department has many ambitious projects, and we support well thought out, and well managed trails for recreation. However, to decrease the quality of life of rural Placer County residents, and our agricultural legacy (just to increase a day of recreation for non-residents) we see the Twilight Ride Access and Hidden Falls Expansion as the wrong project in the wrong place.

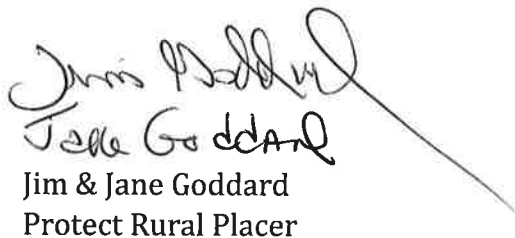
The Placer County Board of Supervisors are voted into office by the Placer County residents, and are elected by the voters to represent us, our homes and our property. Their job is to look out for our best interests, not the people that do not live here and do not pay our county taxes. Disrupting our lives, our property, our roads, our safety, is definitely not in our best interests. Then, who is to benefit from this expansion? Definitely, not those of us that bought

or built a home and/or property and had a dream of living quietly in the beautiful and serene rural Auburn countryside.

We ask: Should wanting more trails take precedence over our public safety and the negative impact to our local homeowners and their friends and families?

However, we are definitely in favor of small organized daily docent-led trips to enjoy and share the beauty of the area with our neighboring counties, and Placer County families and friends. The one-day docent-led event possibilities are endless; such as an equestrian trail ride, fundraising marathon run, nature hike for cub scouts and girl scouts, school field trips, Gold Country history walk, photography classes, exercise classes and a Sierra Club hike, etc.

Please include our letter as part of the public comment permanent record. Thank you.



Jim & Jane Goddard
Protect Rural Placer

This was my call-in comments at the Placer County Planning Meeting on May 14, 2020.

Hello, my name is Jane Goddard, and I am a member of Protect Rural Placer. I have personal knowledge due to the fact that I have lived on Lone Star Road for 40 years, one of the roads that would be highly impacted by the proposed Hidden Falls expansion. Please accept my comments as part of the permanent record of this meeting.

The use of Balance Scales dates back to 2000 BC. The early civilizations placed a significance on balance and the Egyptians used the balance scales to determine someone's **fate**. Protect Rural Placer is using a balance scale to measure the importance of preserving and keeping the **fate** of our rural agricultural neighborhood, untouched.

You see, the most beautiful land is also the most vulnerable land. According to Webster's, vulnerable means susceptible to physical harm or attack.

On the left side of our scale, we have 1 item: a desire to add more recreational trails, to our already existing 900 miles of trails in Placer County.

On the **right side of our scale**, we have many items, but due to my time limit, I can only state a few:

1. **Wildfire Danger:** The danger of wildfires in an area where there are already hundreds of acres of dry grass and dead trees
2. **Fire Insurance:** We lost our fire insurance and so did many of our neighbors due to the fact that we live in a designated "high fire danger" area
3. **Traffic and road safety:** The feeder roads into the proposed parking lots are narrow and rural, with many sharp curves, and areas of undulating pavement.

4. **Crime and trespassing.** We live in an area where there has been little or no crime. The Mears Road Hidden Falls neighborhood entrance has seen a huge increase in traffic, crime, litter, and trespassing
5. **Pollution and Noise:** We would experience an increase in noise pollution in our quiet rural agricultural neighborhood and a decrease in air quality due to the increased number of cars, trucks and trailers traveling on our narrow country roads, and going in and out of the park, 7 days a week
6. **Overburdening our current First Responders:** The Lone Star fire station must be resurrected into a permanent active fully staffed station due to its proximity to the Hidden Falls Twilight Ride area
7. **Water & Septic:** Drilling wells and digging for septic tanks in an area that is already seeing hardships would add another big problem to our rural neighborhoods since we all depend on wells and septic tanks

I ask: Should wanting more trails take precedence over our public safety and the negative impact to our local homeowners and their families?

The scale I have presented weighs heavy on our hearts and heavy on the many reasons why the Hidden Falls expansion should not proceed.

We are in favor of small organized daily docent-led trips to enjoy and share the beauty of the area with our neighbors and friends.

Thank you!!

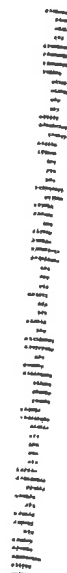
Jim & Jane Goddard
11400 Lone Star Road
Auburn, CA 95602

SACRAMENTO
CA 956
18 MAY '20
PM 3 L



Robert Weygandt
Placer County Supervisor
175 Fulweiler Avenue
Auburn, CA 95603

95603-454355



From: Jean Piette <jean39.piette@gmail.com>
Sent: Thursday, September 3, 2020 11:08 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] HFRP Trails Expansion Project

Attached, please find our letter regarding the project referenced. We ask that you add this to the permanent file.

Thank you, James and Jean Piette

September 3, 2020

Placer County Board of Supervisors Gustafson, Holmes, Gore, Weygandt, Uhler

BOS@placer.ca.gov

Re: Hidden Falls Regional Park Trails Expansion Project (HFRP)

It is with extreme anger and indignation that we are contacting you to express our objection to the flagrant and outright arrogance the Placer County Parks Department demonstrated today by posting a sign on the Twilight Ride Property for the notice of a Development Proposal Pending for the HFRP item noted above. Once again, disregard for the residents by not reaching out, notifying us of the decision to pursue a plan not yet approved, shows the ongoing intent to ignore the rights of the people. Mr. Fisher assured us early on that the Twilight Ride property would not be purchased until the SEIR was approved. The unethical actions were appalling then and the current actions are appalling.

We must express our ongoing concerns regarding this project due to the direct impact it will have on us and our neighbors. We are at risk, due to our location, of the extreme wildfire risk and have not seen any acceptable measures or mitigations suggested that will resolve this concern. We have not seen the necessary actions needed including funding for management and maintenance of existing parks and trails to assure safety for all. Minimal road paving is not what is needed to address what is necessary to assure residents and others to have safe ingress and egress on dangerous, narrow roads with excess traffic during emergencies.

Our concerns include the impact the project will have on our rural lifestyles, the ranching and agriculture that has been in place and successful for many life times. Our current economic situation due to the pandemic is not resolved and, even though we are what is a wealthy County, there are needs not addressed including first responders and small businesses that are struggling. Being a rural County many of us are limited regarding access issues and tech support. While all of this is happening, we have seen a rush in the County to push forward plans and projects without consideration for transparency,

for open communication with County residents and providing necessary materials for all to access prior to any finalization. We continue to ask for these very basic needs.

We ask that you seriously consider our situation and include us and our neighbors in the decision-making process.

Sincerely,

James and Jean Piette Protect Rural Placer

5395 Bell Road, Auburn, CA 95602 (530) 888-1340

From: Jean Piette <jean39.piette@gmail.com>
Sent: Thursday, September 3, 2020 11:08 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
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Sincerely,

James and Jean Piette Protect Rural Placer

5395 Bell Road, Auburn, CA 95602 (530) 888-1340

From: Jean Piette <jean39.piette@gmail.com>
Sent: Saturday, September 5, 2020 1:46 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls Expansion Final SEIR

To Supervisors Gustafson, Holmes, Gore, Weygandt, Uhler:

I received the notice regarding the availability of the Plan and am not able to access it online. We continue to shelter in place during the ongoing pandemic due to our health status and would need a pre-arranged way to pick up a copy. We are requesting that a copy be available for us as we are realizing the time frame for this process is severely limited.

Please be aware that as seniors and residents of the North Auburn community that we are in a situation that limits our ability to address this critically important action. This is not the first time we have asked that you consider the people in the plans you are developing.

Your rush to achieve your goals continues to work against us. The least you can do is make the plan accessible. A more considerate move would be to change your time frame and recognize the role we should have in the overall process.

Please acknowledge this request and advise as to your decisions in addressing our needs.

Sincerely,

James and Jean Piette 5395 Bell Road, Auburn, Ca. 95602 530-888-1340

From: Sabrina Nash <sabrina.nash@ymail.com>

Sent: Tuesday, May 19, 2020 2:46 PM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>

Subject: [EXTERNAL] Letter submission for Hidden Falls Regional Park Trails Expansion DSEIR

Hello,

Attached please find subject letter in response to the DSEIR. Please acknowledge receipt.

Thank you.

Sabrina Nash on Behalf of Jim & Sally Otto

May 19, 2020

To: Community Development Resource Agency,
Placer County Board of Supervisors,
Planning Commission and Parks Division

From: Jim & Sally Otto
6800 Estates Drive
Auburn, Ca. 95602

Re: Hidden Falls Regional Park Trails
Expansion DSEIR

We have been longtime residents of Auburn Valley Country Club. We selected the area in 1982 to build our home in a quiet country atmosphere. Many homes have been built here since 1982, and it still remains a beautiful place to live.

Hidden Falls came into the picture a few years ago, and has caused a tremendous negativity on our property and the entire community.

Auburn Valley Road is right outside our bedroom window. Curtola Road is in our backyard. We have remained somewhat

private and still love living here. My husband has had several surgeries, is an amputee, but still feels safe to take a ride in his wheel chair on the side of the road, when he has assistance.

Opening up Auburn Valley Road to additional Hidden Falls traffic would be like a highway on the corner of our home. More cars and traffic will cause a lot of noise and possibly danger. Most all of our residents go out walking every day for health reasons, exercise, or walking their dogs. We feel like we live in a safe, quiet neighborhood.

We also are almost at the end of Auburn Valley Road which could be very dangerous in case of any wildfires. A lot of extra cars could prohibit some of our residents from getting out of their homes. Additional traffic would definitely impair our safety.

The roads in Auburn Valley are maintained by our Homeowner's dues. We do not feel we should be paying for hundreds of cars for public use.

Based on the information in the DSEIR, the assumptions it has made and the negative impacts to our community, we request that you reject this project.

Please include my letter as part of the public comment permanent record.

Thank you.

Sally & Jim Otto

From: Jan Tarantino <jan.tarantino339@gmail.com>

Sent: Thursday, July 30, 2020 10:02 PM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>; Andy Fisher <AFisher@placer.ca.gov>; PCSO Administration <PCSOAdmin@placer.ca.gov>; Valerie McGuire <VMcGuire@placer.ca.gov>

Cc: Robert Weygandt <RWeygandt@placer.ca.gov>; Shanti Landon <SLandon@placer.ca.gov>; Jim Holmes <JHolmes@placer.ca.gov>; Beverly Roberts <BRoberts@placer.ca.gov>; Bonnie Gore <BonnieGore@placer.ca.gov>; Landon Wolf <LandonWolf@placer.ca.gov>; Kirk Uhler <KUhler@placer.ca.gov>; Ashley Brown <ANBrown@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>

Subject: [EXTERNAL] HIDDEN FALLS REGIONAL PARK (HPRF) EXPANSION DSEIR

Attached please find a letter from Mr. Joe Parisi dated July 21, 2020 which he authored and would like admitted into evidence as it relates to the subject above. The attachment referred to in the 7/21/20 letter, dated May 19, 2020 is also attached.

Thank you for taking the time to review and document Mr. Parisi's concerns regarding this critical issue.

INFORMATION TO BE SUBMITTED AS EVIDENCE

TO: Placer County Board of Supervisors, BOS@placer.ca.gov, Cindy Gustafson cindygustafson@placer.ca.gov, Placer County Planning Commission scolbert@placer.ca.gov, Community Resource Development Agency, cdraecs@placer.ca.gov, Placer County Parks Division afisher@placer.ca.gov, Placer County Clerk's Office mwood@placer.ca.gov, Placer County Sherriff pcsoadmin@placer.ca.gov, vmcguire@placer.ca.gov, County/Cal Fire (please forward)

CC: Robert Weygandt <RWeygand@placer.ca.gov>; Shanti Landon <SLandon@placer.ca.gov>; Jim Holmes <JHolmes@placer.ca.gov>; Beverly Roberts <BRoberts@placer.ca.gov>; Bonnie Gore <BonnieGore@placer.ca.gov>; Landon Wolf <LandonWolf@placer.ca.gov>; Kirk Uhler <KUhler@placer.ca.gov>; Ashley Brown <ANBrown@placer.ca.gov>, Kelly McCaughna <KMcCaughna@placer.ca.gov>

FROM: Joe Parisi, 8860 Auburn Valley Road, Auburn, CA 95602 (jpari5@aol.com)

DATE: 21 July 2020

SUBJ: HIDDEN FALLS REGIONAL PARK (HPRF) EXPANSION DSEIR

Thank you taking the time to review and document my concerns regarding the above subject.

This amendment to Reference (a) document is submitted because of the time constraint of Reference (a), and additional significant and critical concerns with the subject that I believe must also be disclosed.

WILDFIRE EMERGENCY SAFETY EVACUATION PROBLEM

1. The subject unconscionably omits that Placer County identifies wildfire as the highest risk/hazard in the area, and is ranked as the highest priority of SIGNIFIGANCE by Placer County, and since the possibility is ranked as LIKELY, with the potential ranked a CATASTROPHIC, roadway conditions should be of the highest priority; however, the County knows, has identified, can foresee, and intends to access HFRP via Auburn Valley Road and Curtola Ranch Driveway/Road.
2. Auburn Valley Road is land belonging to the Auburn Valley Property Owners Association as a private road within the subdivision. It connects to Bell Road in the North and is not a through road, ending at the Golf Course in the South. The road was not intended, designed, or built for street or highway public access. It was intended, designed, and built as a private road for Subdivision Lot owners, with rights of ingress and egress to the Lot Owners, their licensees, visitors, tenants, and servants. Additionally, the road was intended, designed, and built to support the Subdivision normal and winter storm water flows, and not for street or highway public access, or an additional 560 public vehicle daily use/burden. Curtola Ranch Road/Driveway is a private road, converted driveway 700' long, consisting of four (4) parcels on (7) seven acres. It connects Auburn Valley Road in the East and after 700' extends west on a one-way dirt and gravel road to farm and residential property. It was intended, designed, and built for only four (4) parcel owners and farm maintenance and management personnel, NOT for street or highway public access - - - or 560 public vehicle daily use/burden.

Reference (a): Telephone conference call, same topic, dated March 19, 2020 and my follow-up document submitted as evidence dated May 19, 2019 (attached).

INFORMATION TO BE SUBMITTED AS EVIDENCE

3. The subject documents and existing dam, where staging locations at each end of the one lane road section exists, but neglects to document the other existing dam, known as the Otto dam. The Otto Pond, dam and Curtola Ranch Road/Driveway are on the four parcels of private property. The Otto dam is one of fourteen (14) subdivision and golf course water system man-made ponds, intended, designed and built for water flow from pond-to-pond, through and under the Otto dam, pond and Curtola Ranch Road/Driveway to ponds on the Golf Course back nine. It was not intended, designed, or built for street or highway public access, or an additional 560 public vehicle daily use per day. Only for Subdivision Lot, Parcel Owner, Farm and Resident vehicle use.

The subject does NOT disclose the road and dam geographic impact, potential necessary additional road improvements, street and highway public use and impact to the dam that holds back 5.2 acres, average depth of 11', and is estimated to have a depth of 25'-30' of water in this section of the road that is a threat to life and residences, existing within 75' of the dam.

4. Additionally, wildfire evacuations from Curtola Ranch Road and Auburn Valley Road will be constrained by other local area roads merging onto Bell Road (chokepoints); Lone Star Road, Big Hill Road, Cramer Road, Hubbard Road and Joeger Road, combined with all of the roads having serious geographic issues, resulting in impacts that are potentially blocking emergency wildfire response personnel and catastrophic to life itself.

Overlay the Paradise Camp Fire on Curtola Ranch/Driveway, Auburn Valley Road to Bell Road wildfire evacuations, then consider 1, 2, 3, and 4 above with an additional 560 vehicles (including trucks and horse trailers), thereby increasing the evacuation time during the 49er fire from the 1.5 hour previous evacuation to an increase of approximately three hours evacuation time. Result: most likely loss of Placer County Residents' lives and damage to Placer County Residents' property that appears to not be relevant enough to be included in the subject – or to the Placer County Board of Supervisors, Planning Commission, Community Resource Development Agency or the Parks Division.

Respectfully submitted,

Joe Parisi

Joe Parisi

/JP

INFORMATION TO BE SUBMITTED AS EVIDENCE

TO: Placer County Board of Supervisors, Placer County Planning Commission,
Community Resource Development Agency, Placer County Parks Division

FROM: Joe Parisi, 8860 Auburn Valley Road, Auburn, CA 95602 (jpari5@aol.com)

SUBJ: HIDDEN FALLS REGIONAL PARK EXPANSION DSEIR

The subject documents state that “County access via Auburn Valley Road is provided by an offer of public dedication that the County has not accepted to date”.

This belief is based on a County staff document, dated November 2016, that “indicates that Auburn Valley Road and two other roads, are privately owned, with the title of said roads reserved to the undersigned, its assigns and successors to be held until such time as the County of Placer may permit, require, or request that said roads be dedicated to the County, at which time the undersigned or the successors in interest shall so dedicate the same”. “By this statement, fee title to Auburn Valley Road was held by Auburn Valley Corporation”, and “clearly identifies the intention to dedicate the road to Placer County”.

Title Right and Access to Auburn Valley Road

- November 2016: County staff documented in two documents that the County believes delineate our easement rights over Auburn Valley Road and Curtola Ranch Road. Easements #1998-0047099 and #1998-0047100.
- Current 2020: The DSEIR documents “the County access via Auburn Valley Road is provided by an offer of public dedication that the County has not accepted to date”.

The above County document is accurate in that said roads be dedicated to the County, and fee title to Auburn Valley Road was held by Auburn Valley Corporation, HOWEVER, the statements were taken from a contract, the PLAT, between Auburn Valley Corporation, Lawrence Curtola and Placer County dated April 1961.

- The DSEIR states, as fact, that access via Auburn Valley Road is provided by an offer of public dedication. That dedication was fact in April 1961 and founded on the belief of Auburn Valley Corporation, Lawrence Curtola and the County working together in the late 1950’s to create a Golf Course and Subdivision Golf Community, and that the Subdivision would hook up its water, sewer and roads to the County water, sewer and roads.
- In April 1961, the Auburn Valley Corporation, Lawrence Curtola and the County entered into a contract, the PLAT, to accomplish building the golf course and developing the subdivision, however, the County chose not to participate in the water, sewer or road projects.
- The Auburn Valley Corporation and the undersigned had NO involvement with the County related to the PLAT after an advisory committee, consisting of the County of Placer, Auburn Valley Corporation, Subdivision Developers, AVG,

INFORMATION TO BE SUBMITTED AS EVIDENCE

Auburn Valley Service Corporation and Community Members, that had monthly meetings for five (5) years to connect the Subdivision to water, sewer and roads, was terminated in the early 1990's. The County was paid for their Committee work. The committee was authorized by the Board of Supervisors in 1988.

- After at least ten (10) years of no related involvement with the County and repeated refusals to have any commitment to subdivision road projects, the Auburn Valley Corporation, at the request of Auburn Valley Property Owners Association, in 2005, QUITCLAIMED Auburn Valley Road to the Auburn Valley Property Owners Association – the only other and current title holder of the land described as Auburn Valley Road – as shown on that certain map entitled “Auburn Valley Subdivision Unit No. 1”.

It appears that in 2005 the county was no longer an Auburn Valley Corporation, Lawrence Curtola presumed beneficiary, and the Auburn Valley Property Owner's Association, Inc. has not entered into any agreement with the County related to **Wedge Way** (currently Estates Drive/Estates Court), **Fairway Court** or **Auburn Valley Road**.

- The DSEIR does NOT address what obligations, necessary and required, to bring the roads up to County standards; e.g. the costs of normal maintenance and repairs caused by winter storms, road flooding and erosion, {through a designed water controlled system designed for a golf course and 145 residential lots}. NOT for an additional 560 vehicles per day and the obligations the County would have if WEDGE WAY, FAIRWAY COURT and AUBURN VALLEY ROAD were dedicated to the County.

Private Auburn Valley Road and Public Use

- In the PLAT documents the County and Auburn Valley Corporation agreed that *“this map and subdivision does NOT dedicate any portion of this tract for street or highway purposes and the parcels of land laying within the boundaries of WEDGE WAY, FAIRWAY COURT and AUBURN VALLEY ROAD and are so designated upon the map within the title of said roads reserved to the undersigned, its assigns and successors”*.

NOTE: The California Vehicle Code documents that:

- “Street or highway are publicly maintained and for use by the public. Road or Driveway are privately maintained and or use by property owner or persons approved by the property owner”.
- privately owned and maintained roads “include roads owned and maintained by a city, county or district that are NOT dedicated to use by the public for purposes of vehicular traffic
- Rights of ingress and egress over the above roads are hereby granted to the future lot owners of the subdivision, their licensees, visitors, tenants, and servants”.

INFORMATION TO BE SUBMITTED AS EVIDENCE

- “Rights of way and easements are hereby granted as follows: (A), (B), (C), (D), (E), to the appropriate company, corporation, association of Public Body for the installation of maintenance and for anchorage of poles for overhead wires, cables or conduits with the right to trim or remove trees therein necessary”.

NOTE:

- The years of the Auburn Valley Corporation, Lawrence Curtola and the County working together to create a Subdivision and Golf Course, and then entering into a contract, the PLAT, to assure it would be a Golfing community with private roads for the Lot Owners and not for street or highway public use.
- The above excerpts from the California Vehicle Code and the PLAT, combined with the county refusing to participate with Subdivision developers to work on Unit No. 1, Unit No. 2 and Unit #3 road projects, as was the intent of Lawrence Curtola, and the QUITCLAIM DEED, establishes beyond a reasonable doubt that the County has **NO** claim for public use of WEDGE WAY, FAIRWAY COURT or AUBURN VALLEY ROAD.

WHY does the DSEIR not disclose the improvements necessary and required to bring the three roads up to Placer County standards, the costs of maintenance and repairs of the roads caused by only 145 residential lots and the golf course that will be burdened by an additional 560 vehicles per day. Seven days a week!

The 2018-19 winter storms caused the Homeowner's Association to spend ~ \$87,829 on flooding of Auburn Valley Road, the common areas, Auburn Valley lot owner's property as well as repairing the continuing erosion of Auburn Valley Road.

WHY does the DSEIR not disclose the critical geographic and physical limitations of Auburn Valley Road and the associated costs and actions necessary to remedy them:

- Few shoulder or emergency pull over areas; its narrow, winding and has many blind spots, a deep and wide normal and winter storm runoff ditch at the pavements edge running all the way from Upper Valley Road to the beginning of the Otto pond
- No adequate lighting for night travel conditions
- No cell phone service to summon emergency responders
- No double stripes
- No shoulders for bike lanes for the 3' clearance required by law (and for which motorists are obligated to give to bikes)
- Extremely rare presence of police personnel (sheriff or CHP)

INFORMATION TO BE SUBMITTED AS EVIDENCE

WHY does the DSEIR not disclose the projected impact of an additional 560 vehicles (including truck and horse trailers) trips on a single busy day, and additionally the man made Otto pond and dam that was designed to accept normal water flow from the subdivision and golf course north/east down through, into and under, the manmade dam that borders the edge of Curtola Ranch Driveway, the damage to private property on Curtola Ranch Driveway and the dam when construction to bring the driveway to County standards – and to a dam not designated to withstand street or highway public use of 560 vehicles per day?

Respectfully submitted,

Joe Parisi

/jp

To: The Community Development Resource Agency, Environment Coordination Services
Placer County Board of Supervisors
Placer County Planning Commission

From: Joel Houston

Date: May 20, 2020

Re: HFRP Expansion DSEIR

I am a 37- year resident of Cramer Road in North Auburn. I was born and raised here and have been very fortunate to have been able to build a home on my parents' property, for my wife and three children, who are all under seven.

My biggest concern with the Hidden Falls Expansion Project is the issue of road safety and the personal safety of my family, including my parents who are in their 70's.

Cramer Road and Hwy 49 are extremely dangerous right now!

The DSEIR doesn't come close to addressing the traffic issues on Cramer Road. It fails to state that:

- It lacks a center line because it is so narrow
- There is no shoulder
- There are blind curves that aren't even mentioned, though they are identified in the Traffic Study in the Appendices. (Blind curves are also identified on Bell and Lone Star.)
- There are near collisions on these blind curves all the time, because without a center line motorists drift into the center of the road. (local personal knowledge)
- With anything larger than a car (propane trucks, trucks with horse trailers, garbage trucks, RVs, etc.) you better be prepared to slam on your breaks and let them navigate the turn, because they are way over into your lane. (local personal knowledge)
- With the hills and downhill grades, motorists quickly get going too fast.
- Why doesn't the DSEIR mention any of this?
- These blind curves on Cramer, Bell and Lone Star and the traffic safety implications must be disclosed and addressed in the Final SEIR

Hwy 49 is a death trap!

- Why doesn't the DSEIR mention all the fatalities on the stretch of Hwy 49 between Lone Star Road and Dry Creek? This must be included in the Final SEIR.
- It is challenging even making a right hand turn on to Hwy 49 from Cramer. Why, because the cars are speeding and changing lanes and traffic is heavy.
- My wife has to take a left off of Cramer to take our kids to Forest Lake Christian School. It is the scariest thing she does all day.
- The Winery and Brewery Ordinance EIR disclosed this intersection as a **significant impact**. Why didn't the HFRP DSEIR disclose it as a **significant impact**?
- Making a left turn from Hwy 49 onto Cramer is also extremely dangerous due to excessive speed and the volume of traffic.

- My wife rarely takes Hwy 49 into Auburn because she feels it's too big of a risk. Between the speeding, arrogance of commuters who evidently want to get where they're going as fast as they can, being tailgated when you are going the speed limit, and motorists swerving in and out of traffic, it's just plain scary. It's certainly not safe for her and the kids.
- Where in the DSEIR does it evaluate how dangerous Hwy 49 is from Bell to Lone Star is? Where are the collision and fatality stats for Hwy 49? This must be disclosed in the Final SEIR.
- Getting on to Hwy 49 from Cramer or Lone Star in the event of an evacuation would be a nightmare.
- Please don't give me the pat answer that is in the DSEIR that states that Caltrans has improvement plans for Hwy 49. This HFRP project should not be able to be approved by making an assumption of what Caltrans may or may not do. It could be years before Caltrans completes their studies, analysis, community outreach, secures funding and moves forward with any construction.

Bell Road is not without its hazards too!

- Bell Road is better than Hwy 49, but it has blind curves and areas that are narrow and hilly.
- The need for a left-hand turn lane for any size parking lot at the Twilight Ride entrance is absolutely essential for my family's safety and everyone else's. Please do not disregard the residents' safety in order to cut-corners on mitigations.
- Speaking of the left-hand turn lane and taper bays... I work in the construction field, so must ask, "Where is the engineer's analysis and specifications? Where are the deceleration calculations that reflect the grade of the road, because this tends to be a stretch of excessive speed. How much will you need to encroach on the Rudd property, or the Wurst Property or the Barnes Property to facilitate the entrance. Are they "willing sellers?"
- The Twilight Ride entrance also fails to mention that it is a blind entry onto Bell due to the hilly road and trees.
- Do all calculations at that entrance calculate the issues with truck and trailer rigs, the need for wider turning radius and also that they will be slower in making ingress and egress turns, and need a longer deceleration lane?
- I don't think you understand just how busy Bell Road can be with traffic to and from the golf course and all the residents that opt for Bell Road instead of Hwy 49.
- Unfortunately, there's plenty of speeding on Bell Road too.

Cyclists think they own the road!

- Our rural roads are becoming ever more popular for cyclists.
- With no shoulder and very narrow, hilly, curving roads there are near misses with them too.
- Of course, they often ride down the middle of their lane, so you have to follow behind them half way to town. (local personal knowledge)

Considering the road issues to be "less than significant" is to live in a make believe world!

- The added traffic from the HFRP expansion project will be significant.
- The SDEIR states that the Twilight Ride parking lot alone will contribute an additional 600 cars trips on a single weekend day and the Curtola /Harvego parking lot another 573. How can 1,173 added vehicle trips to our sub-standard rural roads on a single day not be significant?
- How could any traffic analysis come to the conclusion that this is "less than significant?"

- When you add in the percentage of visitors that will be driving truck and trailer rigs, riding bicycles, and many drivers being from out of the area that don't know these winding roads, you will create a situation that puts my family in danger!

We have enough going on out in our rural North Community. We have enough traffic on our rural roads.

We believe the DSEIR has failed to tell the truth regarding the roads and traffic safety.

We also have grave concerns about the increase in risk of wildfires that this project will bring.

- Mitigations do not prevent wildfires, but wise decisions regarding limiting access into a WILDLAND URBAN INTERFACE do.
- We have had several fires in our area in just the last 10 years that had us worried about possible evacuation and loss of our home. (local personal knowledge)
- We had our fire insurance cancelled this last year due to being in a high-risk fire area.
- We work hard to create our defensible space and harden our home, and to think the County would undermine our efforts and invite hundreds of people daily into the highly combustible terrain of Big Hill which is just a half mile away, is reckless and irresponsible.
- We also know that the Parks Division is not able to keep up with the fuel reduction, dead tree removal and trail maintenance on current County properties due to lack of funds and staffing.
- The DSEIR fails to disclose how fast a wind driven fire can travel and how blowing embers can travel miles ahead of the wildfire. Please include those sobering statistics in the Final SEIR.
- The authors of the book "Grassfires: Fuel, Weather and Fire Behavior" indicate that the general maximum speed of between 16 and 20 kilometers per hour (9 to 12.5 mph) for wildfires.

Are you, the Parks Division and the Supervisors willing to risk the safety of my precious family?

If you move forward with the Hidden Falls Expansion Project then your answer is, "Yes," and you will have demonstrated that you are willing to: 1) disregard these road, traffic safety and wildfire issues and 2) put recreation ahead of public safety.

My family stands with *Protect Rural Placer* in saying, "Stick to what you have out here with docents led hikes and activities and keep us safe." We oppose the Hidden Falls Expansion.

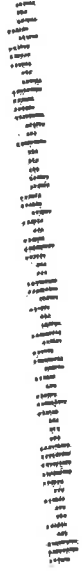
Joel Houston

11080 Cramer Road, Auburn, CA

HOUSTON
11080 CRANNER RD
AUBURN, CA 95602



PLACER COUNTY BOARD OF SUPERVISORS
175 FULWELLER AVENUE
AUBURN, CA 95603



95603-454356

JOHN DUTTON
LAW OFFICES

1505 Grass Valley Highway
Auburn, California 95603-2806

(530) 885-1906 Telephone

June 24, 2020

Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn, California 95603

Re: Hidden Falls Regional Park Trails Expansion Project

Dear Placer Supervisors:

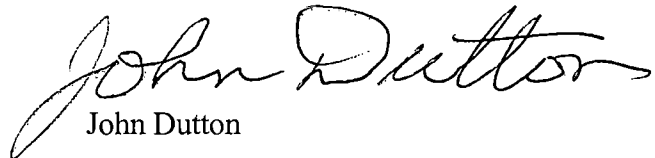
I have reviewed part of the plan for the project, and I am concerned about whether the plan is for use of Auburn Valley Road for access to the project.

As you probably know, Auburn Valley Road is a private road owned by the property owners of Auburn Valley.

I am a resident and property owner in Auburn Valley, and I pay a regular fee to maintain the roads including Auburn Valley Road.

If the plan envisions use of Auburn Valley Road for public access, please advise me what legal authority the County has to allow such access.

Yours very truly,


John Dutton

JD/ma

cc: Auburn Valley Property Owners Association

RECEIVED
BOARD OF SUPERVISORS
5BOS ☒ TL ☒ ALL AIDES ☒ (mail person)

JUN 26 2020

SUP _____ COB Corr _____ CoCo _____
AIDE _____ CEO _____ Other _____

JOHN DUTTON
LAW OFFICES

1505 Grass Valley Highway
Auburn, California 95603-2806

(530) 885-1906 Telephone

June 24, 2020

Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn, California 95603

Re: Hidden Falls Regional Park Trails Expansion Project

Dear Placer Supervisors:

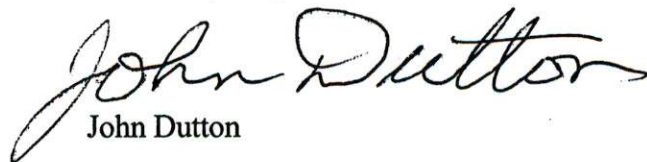
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If the plan envisions use of Auburn Valley Road for public access, please advise me what legal authority the County has to allow such access.

Yours very truly,


John Dutton

JD/ma

cc: Auburn Valley Property Owners Association ✓

RECEIVED
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SBOS TI ALL AIDES (mail person)

2020

SHIP COB Corr CoCo
AIDE CEO Other

From: John Lounsbery <john.lounsbery@gmail.com>
Sent: Friday, September 4, 2020 8:09 AM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls

The proposed expansion or improvements to Hidden Falls is simply spreading equal or greater pain to other communities. The current problems in the adjacent community with disrespect for property owners is rampant and that community needs relief. Spreading that grief to other communities without sufficient accommodations for park users is committing the same mistake once again. The perceived thinking appears to be that more access would reduce the pressure on the current neighborhood. This is not the case. The Parks purpose is to increase usage/attendance. Expansion and increased access will not reduce the pain on the neighborhoods, just increase the number of neighborhoods suffering from park users abuse. The proposed increase in patronage is far greater than the proposed infrastructure improvements can accommodate.

I encourage you to solve one problem before creating multiple new problems. Consider spending the money on purchasing the properties under siege and using those properties for infrastructure improvements.

From: Judith Whitman <judie@jwhitman.net>

Sent: Friday, May 15, 2020 6:05 PM

To: Sue Colbert <SColbert@placer.ca.gov>; Janet Tarantino <jan_tarantino@sbcglobal.net>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>

Cc: Mike & Jan Krug <mikekrug@gmail.com>; Jackie Caswell <thecaswells1@comcast.net>; Michael Lake <northslope@att.net>; Carolyn Clair <carolyn.clair@yahoo.com>; Diane Peterson <dianecrew@mac.com>; Kaylene Hallberg <kayhallberg2@aol.com>; Frank & Betty Noey <franknoey@gmail.com>; Donna Biles <dkbiles@att.net>; eric.moss <eric.moss@att.net>; Judy Isaman <jgisaman@aol.com>; Jane Wurst <jawurst@yahoo.com>; Tim O'Leary <toleary69@sbcglobal.net>; Bob Mantz <bobmantz@gmail.com>; Lydia Schrader <schradermd@icloud.com>; copperstar28@gmail.com

Subject: RE: [EXTERNAL] URGENT! May 14th Planning Commission Hearing Update

Ms. Colbert, Supervisor Gustafson and Ms. McCaughna – I would like to report to you on the conduct of last night's Planning Commission meeting. Specifically, the audio system used to broadcast the callers was terrible and resulted in those of us listening not being able to hear many of the callers and the important points they were making. Those comments were simply unintelligible and it appeared from the look on the reporters face that the people in the hearing room were also unable to understand what the callers were saying. This problem should have been anticipated and resolved with a better sound system long before the hearing was conducted.

Further, it does not appear that anyone who did not make an advance reservation was able to get through to voice their thoughts. Although the below email assured us that everyone would get a chance to speak, that simply did not happen. It seems clear that no one is really interested in what those who oppose the project have to say.

When comparing the callers in favor of the project to those opposed to it, opponents outnumbered proponents almost 3 to 1 (13 in favor; 30 opposed) with many of the proponents living outside of Auburn. While I would hope that would be impactful, I suspect it will not be. For the most part, the proponents did not offer any facts or evidence to support their positions – they simply want to recreate in our area. While the opponents presented fact-driven information specifically related to the Draft SEIR, I wonder how much that will matter since it seems the County is determined to push this project through regardless of its adverse impact on many of the communities in our area. The caller from Roseville made a valid point – why are all of the County's tax dollar for parks, etc. being spent on this project when there are so many promised but not provided parks, sports fields, playgrounds and the like in other Placer County cities.

It is extremely disappointing to watch our County be managed in this one-sided, prejudicial fashion.

Judith Whitman

From: Judith Whitman

Sent: Tuesday, May 12, 2020 11:26 AM

To: Sue Colbert <SColbert@placer.ca.gov>; Janet Tarantino <jan_tarantino@sbcglobal.net>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>

Cc: Mike & Jan Krug <mikekrug@gmail.com>; Jackie Caswell <thecaswells1@comcast.net>; Michael Lake

<northslope@att.net>; Carolyn Clair <carolyn.clair@yahoo.com>; Diane Peterson <dianecrew@mac.com>; Kaylene Hallberg <kayhallberg2@aol.com>; Frank & Betty Noey <franknoey@gmail.com>

Subject: RE: [EXTERNAL] URGENT! May 14th Planning Commission Hearing Update

This explanation only creates further confusion – it was no mystery that the content of this hearing would generate many callers – why did Placer County wait until 3 days before the hearing to address that issue? And why was it not explained that either call in method would be acceptable? It seems clear that the intent was to create confusion and uncertainty which it definitely did. Postponing this hearing so the entire notice issue and call in instructions can be properly circulated and clarified is critical – anything less points to a clear decision on the part of the County to exclude vital comments about this significant issue.

From: Sue Colbert <SColbert@placer.ca.gov>

Sent: Tuesday, May 12, 2020 9:48 AM

To: Janet Tarantino <jan_tarantino@sbcglobal.net>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>

Cc: Judith Whitman <judie@jwhitman.net>; Mike & Jan Krug <mikekrug@gmail.com>; Jackie Caswell <thecaswells1@comcast.net>; Michael Lake <northslope@att.net>; Carolyn Clair <carolyn.clair@yahoo.com>; Diane Peterson <dianecrew@mac.com>; Kaylene Hallberg <kayhallberg2@aol.com>; Frank & Betty Noey <franknoey@gmail.com>

Subject: RE: [EXTERNAL] URGENT! May 14th Planning Commission Hearing Update

Good Morning Folks,

The call-in number hasn't changed – the County IT has offered another option: the ability to make a reservation to make a comment. The original number is still to be used, but only has the capacity for 20 callers at a time. Our operators will be answering calls on the original number as well as calling 'reserved' commenters (new number distributed and posted yesterday) and transferring them into the hearing room. Anticipating the possible hundreds of telephonic commenters and the frustration of being on hold for hours, this option was created to ease the bottle neck and benefit the public.

Be well ~

Sue Colbert

Senior Board / Commission Clerk

(530) 745-3113 | scolbert@placer.ca.gov

From: Janet Tarantino <jan_tarantino@sbcglobal.net>

Sent: Tuesday, May 12, 2020 7:44 AM

To: Cindy Gustafson <cindygustafson@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Sue Colbert <SColbert@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>

Cc: Janet Tarantino <jan_tarantino@sbcglobal.net>; Judith Whitman <judie@jwhitman.net>; Mike & Jan Krug <mikekrug@gmail.com>; Jackie Caswell <thecaswells1@comcast.net>; Michael Lake <northslope@att.net>; Carolyn Clair <carolyn.clair@yahoo.com>; Diane Peterson <dianecrew@mac.com>; Kaylene Hallberg <kayhallberg2@aol.com>; Frank & Betty Noey

[<franknoey@gmail.com>](mailto:franknoey@gmail.com)

Subject: [EXTERNAL] URGENT! May 14th Planning Commission Hearing Update

Cindy/Kelly/Sue:

This is absolutely absurd and will result in unplanned, limited participation. I am on Supervisor Gustafson's list and have been very active on the Hidden Falls topic (including a F2F meeting with Supervisor Gustafson at the site - and did **not** receive this notice! It is imperative everyone on this lists noted by Sue Colbert PLUS all 6,000 individuals who received earlier notices by mail regarding the Hidden Falls topic be advised of this last minute change - or the meeting **MUST** be postponed. The change constitutes minimal notice to a limited number of people which is is not legal or acceptable. Please immediately remedy this situation.

Respectfully,

Janet Tarantino
Auburn Valley

----- Forwarded Message -----

From: Judith Whitman <judie@jwhitman.net>

To: Cindy Gustafson <cindygustafson@placer.ca.gov>; Kelly McCaughna <kmccaughna@placer.ca.gov>

Cc: Michael Krug <mikekrug@gmail.com>; jan tarantino@sbcglobal.net <jan_tarantino@sbcglobal.net>;

MM L <northslope@att.net>; Carolyn Clair <carolyn.clair@yahoo.com>; Tim O'Leary

<toleary69@sbcglobal.net>; Frank Noey <franknoey@gmail.com>; Jackie Caswell

<jackiefcaswell@gmail.com>; Caswell Peter & Jackie <pmcaswell@comcast.net>; Caswell Peter &

Jackie <thecaswells1@comcast.net>; kayhallberg2@aol.com <kayhallberg2@aol.com>; Kaylene

Hallberg Ed and <drehallberg33@aol.com>; Kaylene Hallberg <dredmondo@aol.com>

Sent: Monday, May 11, 2020, 5:42:59 PM PDT

Subject: FW: May 14th Planning Commission Hearing Update

Ladies --- this just came in -- I do not know who else received it. However, this instruction for how to participate in the call-in portion of the meeting is completely different from what we have been told and what was stated in the agenda for the meeting, which was posted a few days ago, and the correspondence from Shirlee Herrington dated May 8th. The County could not have made this any more confusing if it had tried -- this meeting is never going to be acceptable since the instructions for participating are so confusing and conflicting. Let's get it straight -- this is an important matter for many of us and we are entitled to have fair hearing. I think the notice below, if it must be followed as to the way to call-in, has to be sent to all persons in the community who have a right to attend this meeting and speak at it. It may be too late for a mailing for 6000 community members -- perhaps this meeting needs to be continued until proper notice has been given.

Please let me know how you intend to address this serious issue.

Thank you, Judith Whitman

From: Sue Colbert <SColbert@placer.ca.gov>
Sent: Monday, May 11, 2020 2:09 PM
To: Sue Colbert <SColbert@placer.ca.gov>
Cc: Shirlee Herrington <SHerring@placer.ca.gov>; Lisa Carnahan <LCarnaha@placer.ca.gov>; Leigh Chavez <LChavez@placer.ca.gov>; Kara Conklin <KConklin@placer.ca.gov>; EJ Ivaldi <EJlvaldi@placer.ca.gov>
Subject: May 14th Planning Commission Hearing Update

PLANNING COMMISSION

If you wish to listen to the Planning Commission Hearing ONLY, please dial 1+ (619) 483-4068 and enter I.D. 223370375#.

Online public participation for the May 14th Planning Commission Meeting

4:00 p.m. Start Time

5:00 p.m. Hidden Falls Trails Expansion Item

Published May 11, 2020

UPDATE: For the Thursday, May 14th hearing - Make a reservation for Public Comment by calling the Placer County Planning Commission Public Comment Line (530) 886-1810. Leave your name, phone number and item you wish to provide public comment on. Staff will contact you to verify your sign up; you will be called during the meeting proceedings to provide comments for the relevant item.

Best regards,

Sue Colbert

LISTS: [Hidden Falls\(2\)](#)

Hidden Falls Homeowner's

Hidden Falls

CEQA Noticing – All Projects

Sue Colbert

Senior Board / Commission Clerk

Community Development Resource Agency

Planning Services Division

3091 County Center Drive

Auburn, CA 95603

(530) 745-3113 | (530) 745-3080 fax | scolbert@placer.ca.gov



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From: Judy Isaman <jgisaman@aol.com>

Sent: Thursday, May 14, 2020 6:53 PM

To: Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>

Cc: Placer County Board of Supervisors <BOS@placer.ca.gov>; jawurst@yahoo.com

Subject: [EXTERNAL] Hidden Falls Regional Park Expansion Project, May 14 Public Meeting SDEIR Comments

Good Evening Planning Commission Members and Guests, and thank you Lisa Carnahan for the Parks Department's presentation about the proposed expansion.

Of the 72, Summary of Project Impacts and Mitigation Measures identified, 69 of these were labeled LTS or Less than significant after mitigation. Three were labeled SU. I can only guess that SU most likely represents Significantly Unavoidable since this abbreviation is missing from the table key.

For quick reference Table 2-1 Summary of Project Impacts and Mitigation Measures, Pages 2-9 and 2-20, Impact Items 7-3, 8-3, and Transportation and Circulation Impacts are labeled SU. The table key lists only LTS = Less than significant and PS = Potentially significant.

If I was the Parks Department, I would give my consultants a pat on the back for this outstanding report that scores their plan a 94 percent. A plan almost 20 years in the making without stakeholder input. That stakeholder being the 6,000 families that will be impacted by this proposed expansion.

From day one of hearing about this expansion, I as a stakeholder of this project have made suggestions at MAC meetings, Planning meetings, Parks meetings, and BOS meetings about how to mitigate the environmental, financial, safety, and human impacts. Not once was I or any of the members of Protect Rural Placer contacted by AECOM to provide evidence and specific information through personal observation and local personal knowledge about the proposed expansion area and asked to contribute to this report.

The 2020 California Environmental Quality Act, Statute and Guidelines states in:

CHAPTER 3: GUIDELINES FOR IMPLEMENTATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Article 7. EIR Process

Section 15087. Public Review of Draft EIR (page 174)

(g) To make copies of EIRs available to the public, Lead Agencies should furnish copies of draft EIRs to public library systems serving the area involved. Copies should also be available in offices of the Lead Agency.

Due to the physical closure of our libraries and Placer County offices on March 17 from the County's Sheltering in Placer Order, I am requesting that this SDEIR does not go immediately for certification when it is updated with new information that address the issues raised this evening and during the comment period that runs through May 20.

My request also includes that all 6,000 families receive a mailed notification that a revised version is available for 60 days so a thorough review of the new information may be made by the stakeholders and addressed at MAC, Planning, Park and BOS meetings.

Please accept my comments this evening as part of this meeting's permanent record.

Respectfully submitted,
Judy Isaman
Protect Rural Placer, Steering Committee

judy isaman
jgisaman@aol.com
916.698.1055

From: Judy Isaman <jgisaman@aol.com>
Sent: Tuesday, August 4, 2020 1:37 PM
To: Andy Fisher <AFisher@placer.ca.gov>
Cc: Lisa Carnahan <LCarnaha@placer.ca.gov>; Ken Grehm <KGrehm@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; jawurst@yahoo.com; judie@jwhitman.net
Subject: [EXTERNAL] RE: SDEIR Hidden Falls Expansion Project: Time Frame

Hello Andy,

Last week during the request to the BOS to amend the AECOM contract, you had mentioned that the responses to the DSEIR may be completed by Fall. With this information I began to wonder if a schedule of activities had been drafted, and if so, am requesting a copy of that schedule (similar to my June 28 request which follows).

Also, about the request to amend the contract – while we are aware of the overwhelming response to the DSEIR it was also mentioned that there were changes to CEQA that had to be met too. “Changes to CEQA” is a very broad statement. If you (or perhaps someone from AECOM) would please be specific and detail those CEQA changes from 2018 to now and provide this information to PRP, we would be very appreciative.

Thank you,

Judy

Please excuse iSpelling

Begin forwarded message:

From: Judy Isaman <jgisaman@aol.com>
Date: June 28, 2020 at 11:53:58 AM PDT
To: "afisher@placer.ca.gov" <afisher@placer.ca.gov>, "lcarnaha@placer.ca.gov" <lcarnaha@placer.ca.gov>
Cc: "KGrehm@placer.ca.gov" <KGrehm@placer.ca.gov>, "jawurst@yahoo.com" <jawurst@yahoo.com>, "cindygustafson@placer.ca.gov" <cindygustafson@placer.ca.gov>, "jholmes@placer.ca.gov" <jholmes@placer.ca.gov>, "judie@jwhitman.net" <judie@jwhitman.net>
Subject: SDEIR Hidden Falls Expansion Project: Time Frame
Reply-To: Judy Isaman <jgisaman@aol.com>

Hi Andy and Lisa,

Everyone involved in this project is aware that compiling the above mentioned report took a bit longer than expected (refer to attached next steps document from June 2018).

Now that it has been over a month month since the close of the public comment period, Protect Rural Placer is curious about the timeline and activities that will be taking place before this is an action item on the BOS agenda.

Please provide us with your current projected timeline which includes activities and dates.

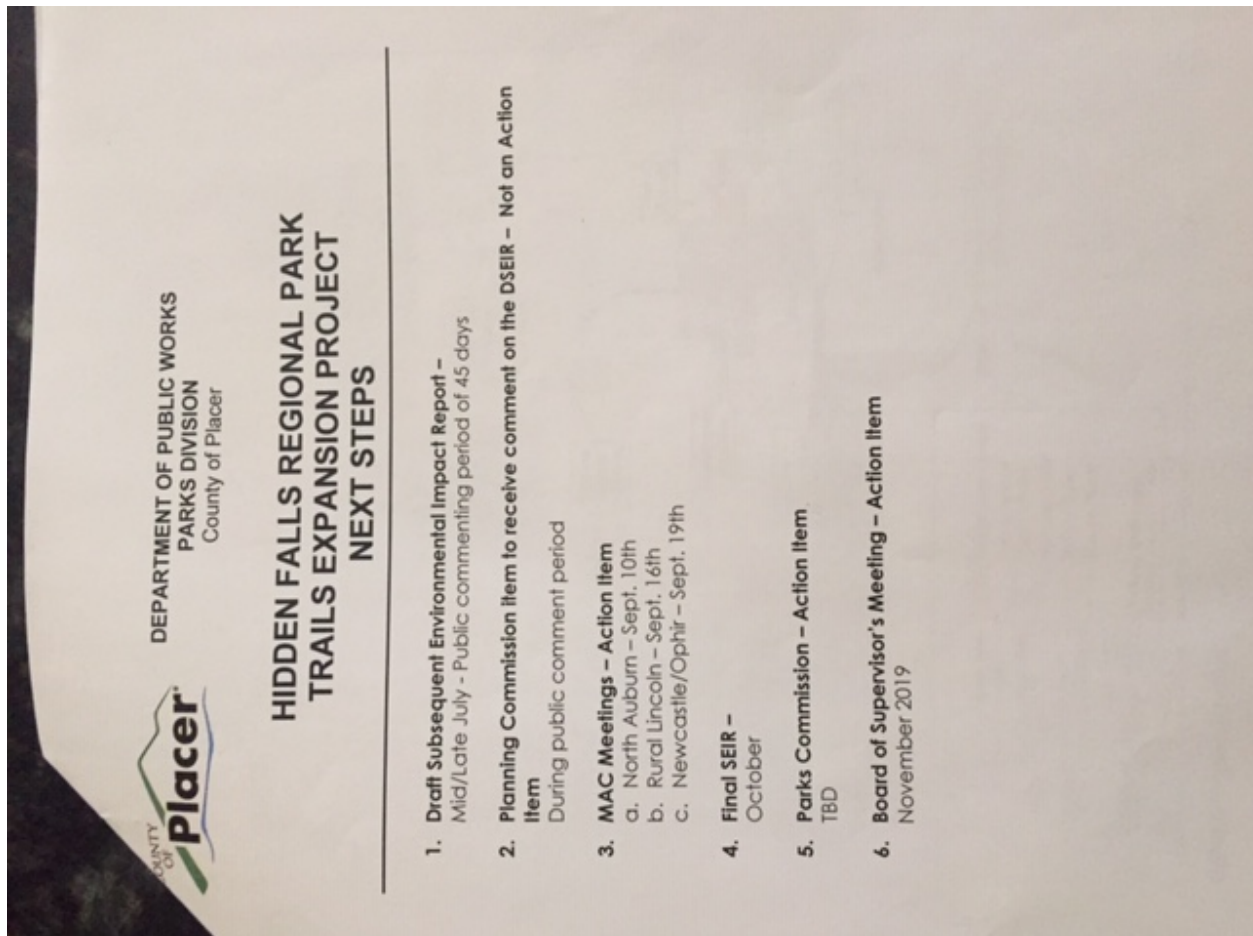
Thank you,

Judy

[judy isaman](#)

jgisaman@aol.com

916.698.1055



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From: Andy Fisher <AFisher@placer.ca.gov>

Sent: Monday, August 24, 2020 1:35 PM

To: Judy Isaman <jgisaman@aol.com>

Cc: Lisa Carnahan <LCarnaha@placer.ca.gov>; Ken Grehm <KGrehm@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; jawurst@yahoo.com; judie@jwhitman.net; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Beverly Roberts <BRoberts@placer.ca.gov>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Mark Rideout <MRideout@placer.ca.gov>

Subject: RE: [EXTERNAL] 3rd Request: SDEIR Hidden Falls Expansion Project: Time Frame

Judy, we have not determined a final schedule for meetings leading up to the requested adoption of the final SEIR since we have not finished producing the final document for circulation. There will be a minimum 10-day circulation of the final document prior to public meetings, and we will let you know as soon as the final document is ready for review. We will also let you know as soon as the public meetings are scheduled.

Concerning the changes to CEQA guidelines, the two major areas of change were 1) information on wildfire, that was formerly discussed as a section within the chapter on Public Services, has now been expanded into a stand-alone Wildfire chapter, and 2) traffic analysis, that was previously based on level of service impacts, is now analyzed on the basis of vehicle miles traveled. In our case, given the timing in the midst of the traffic analysis transition, we performed both types of analysis.

Andy Fisher, Parks Administrator

Placer County | Department of Public Works | Parks and Grounds Division

Address 3091 County Center Drive, Suite 220, Auburn, CA 95603

(530) 889-6819 office | (530) 613-5568 cell | (530) 889-6809 fax | placer.ca.gov

From: Judy Isaman <jgisaman@aol.com>

Sent: Monday, August 24, 2020 10:40 AM

To: Andy Fisher <AFisher@placer.ca.gov>

Cc: Lisa Carnahan <LCarnaha@placer.ca.gov>; Ken Grehm <KGrehm@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; jawurst@yahoo.com; judie@jwhitman.net; Cindy Gustafson <cindygustafson@placer.ca.gov>; Jim Holmes <JHolmes@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Beverly Roberts <BRoberts@placer.ca.gov>

Subject: [EXTERNAL] 3rd Request: SDEIR Hidden Falls Expansion Project: Time Frame

Hi Andy,

At the North Auburn Town Hall on August 19, Supervisor Gustafson mentioned that the Hidden Falls SDEIR may be coming before the Parks Commission, Planning Commission and BOS within the next month.

My first request to you for the Hidden Falls project timeline concerning the SDEIR was on June 28, followed by a second request on August 4. Since there has been no response from you or anyone in your office I am following up once again to request a time frame for the next steps in the Hidden Falls SDEIR project.

Based on my previous experience with the project timelines for Hidden Falls, I am aware of unforeseen changes to due dates. However, when you requested additional funds for AECOM to the BOS in July, it appears that there is a draft timeline that is driving the project, and on behalf of PRP, I am requesting this information now for the third time.

Also, speaking of AECOM and the request to amend the contract - while we are aware of the overwhelming response to the SDEIR, it was also mentioned that there were changes to CEQA that had to be met too. "Changes to CEQA" is a very broad statement. I'm asking you (or someone from AECOM) to detail those specific CEQA changes from 2018 to now and provide this info to me as well (request in my August 4 email).

I look forward to hearing from you very soon.
Thank you,
Judy

[judy isaman](#)
jgisaman@aol.com
916.698.1055

-----Original Message-----

From: Judy Isaman <jgisaman@aol.com>
To: AFisher@placer.ca.gov
Cc: LCarnaha@placer.ca.gov; KGrehm@placer.ca.gov; BOS@placer.ca.gov; jawurst@yahoo.com; judie@jwhitman.net
Sent: Tue, Aug 4, 2020 1:36 pm
Subject: RE: SDEIR Hidden Falls Expansion Project: Time Frame

Hello Andy,

Last week during the request to the BOS to amend the AECOM contract, you had mentioned that the responses to the DSEIR may be completed by Fall. With this information I began to wonder if a schedule of activities had been drafted, and if so, am requesting a copy of that schedule (similar to my June 28 request which follows).

Also, about the request to amend the contract – while we are aware of the overwhelming response to the DSEIR it was also mentioned that there were changes to CEQA that had to be met too. "Changes to CEQA" is a very broad statement. If you (or perhaps someone from AECOM) would please be specific and detail those CEQA changes from 2018 to now and provide this information to PRP, we would be very appreciative.

Thank you,
Judy

Please excuse iSpelling

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Date: June 28, 2020 at 11:53:58 AM PDT
To: "afisher@placer.ca.gov" <afisher@placer.ca.gov>, "lcarnaha@placer.ca.gov" <lcarnaha@placer.ca.gov>
Cc: "KGrehm@placer.ca.gov" <KGrehm@placer.ca.gov>, "jawurst@yahoo.com" <jawurst@yahoo.com>, "cindygustafson@placer.ca.gov" <cindygustafson@placer.ca.gov>, "jholmes@placer.ca.gov" <jholmes@placer.ca.gov>, "judie@jwhitman.net" <judie@jwhitman.net>

Subject: SDEIR Hidden Falls Expansion Project: Time Frame

Reply-To: Judy Isaman <jgisaman@aol.com>

Hi Andy and Lisa,

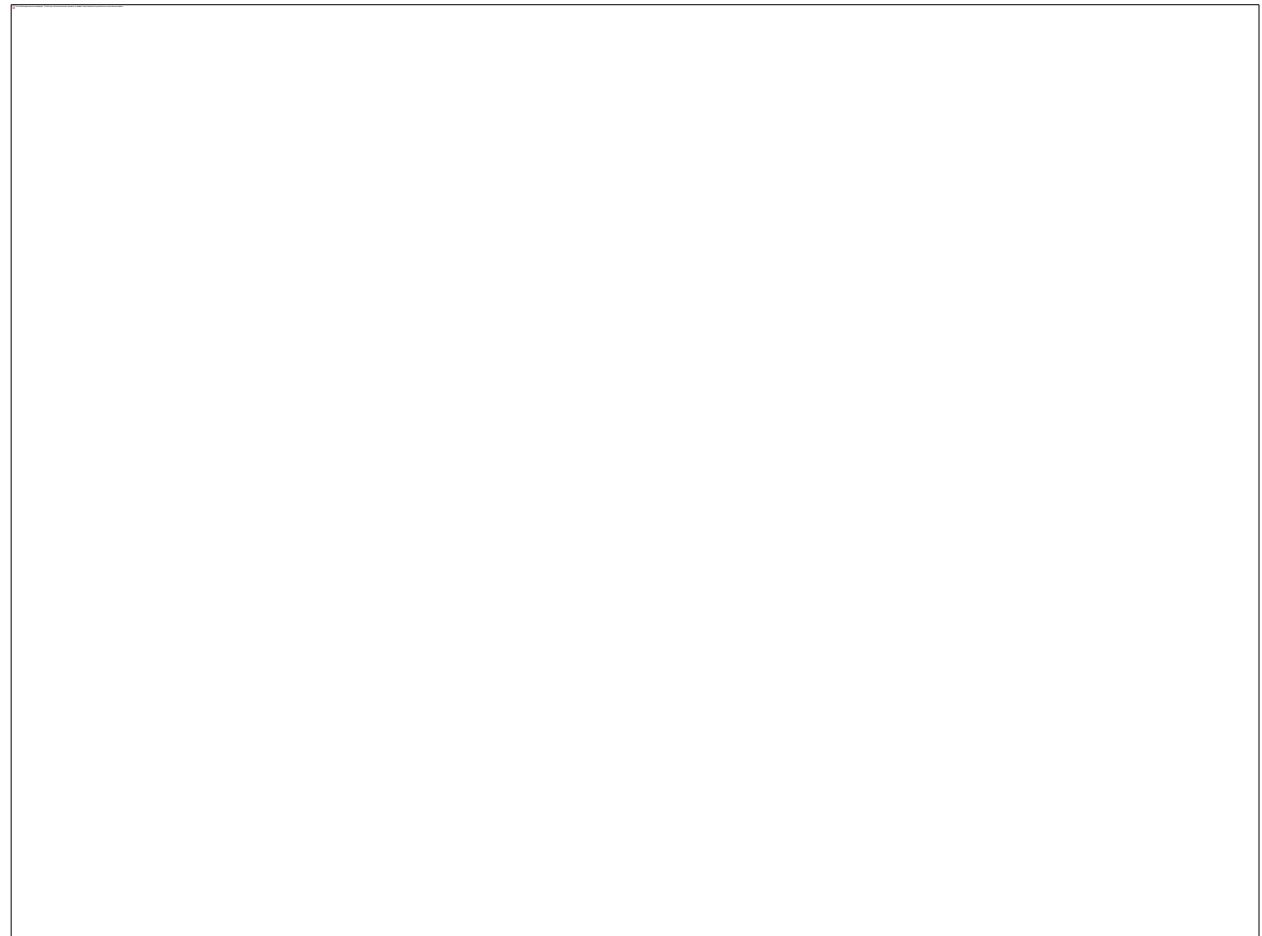
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Please provide us with your current projected timeline which includes activities and dates.

Thank you,
Judy

[judy isaman](#)
jgisaman@aol.com
[916.698.1055](tel:916.698.1055)



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From: Judy Isaman <jgisaman@aol.com>

Sent: Tuesday, September 1, 2020 11:00 PM

To: Andy Fisher <AFisher@placer.ca.gov>

Cc: Lisa Carnahan <LCarnaha@placer.ca.gov>; Ken Grehm <KGrehm@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; jawurst@yahoo.com; judie@jwhitman.net; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Beverly Roberts <BRoberts@placer.ca.gov>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Mark Rideout <MRideout@placer.ca.gov>; thecaswells1@comcast.net

Subject: [EXTERNAL] PRP: SDEIR Hidden Falls Expansion Project - Fact or Rumor?

Hello Andy,

I have heard a rumor that the SDEIR will be coming out on Friday, and will be brought before the Planning Commission during the month of September, and thought it best to confirm this with you.

If this rumor is correct, it is my expectation to receive a schedule of the public meetings by Friday that will list the dates of the BOS, Parks and Planning Commissions meetings, and also including the Lincoln, Newcastle and North Auburn Macs (per the attached June 2018 document).

Being aware that the BOS has recently created new guidelines around public meetings, PRP is expecting that these meetings will be held in person (with limited capacity) and via remote access/telephonic. Due to the controversial nature of this project we are also once again asking that these meetings be held at 6p so the community will be able to participate in person.

In addition how will the Parks Department notify the 6,000 families that the SDEIR has been finalized, the final report is available for review, and of the public meeting schedule?

[Covid-19 has brought us another layer of challenges, with the procedures in place at the Placer County libraries](#) now making the final report unavailable for viewing since community members are not permitted in the library. For the past two years and continuing throughout the new public meeting process, I have made the BOS aware of the Internet issues such as lack of service and slow connection speeds in our rural Placer communities so suggesting we review online will not work for us.

Due to these accessibility limitations as soon as the final report is made available, PRP is requesting that we be provided two hard copies of it. On behalf of the North Auburn residents and the 6,000 families in our rural community, we also request that 20 copies of the final report be available for checkout at the Auburn library, and for all other Placer County residents that 10 copies of the final report are at each of the open libraries for checkout too.

I am looking forward to hearing from you before Friday.

Thank you,
Judy

judy isaman
jgisaman@aol.com

916.698.1055

-----Original Message-----

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Sent: Mon, Aug 24, 2020 1:34 pm

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Sent: Monday, August 24, 2020 10:40 AM

To: Andy Fisher <AFisher@placer.ca.gov>

Cc: Lisa Carnahan <LCarnaha@placer.ca.gov>; Ken Grehm <KGrehm@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; jawurst@yahoo.com; judie@jwhitman.net; Cindy Gustafson <cindygustafson@placer.ca.gov>; Jim Holmes <JHolmes@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Beverly Roberts <BRoberts@placer.ca.gov>

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I look forward to hearing from you very soon.
Thank you,
Judy

[judy isaman](#)
jgisaman@aol.com
916.698.1055

-----Original Message-----

From: Judy Isaman <jgisaman@aol.com>
To: AFisher@placer.ca.gov
Cc: LCarnaha@placer.ca.gov; KGrehm@placer.ca.gov; BOS@placer.ca.gov; jawurst@yahoo.com; judie@jwhitman.net
Sent: Tue, Aug 4, 2020 1:36 pm
Subject: RE: SDEIR Hidden Falls Expansion Project: Time Frame
Hello Andy,

Last week during the request to the BOS to amend the AECOM contract, you had mentioned that the responses to the DSEIR may be completed by Fall. With this information I began to wonder if a schedule of activities had been drafted, and if so, am requesting a copy of that schedule (similar to my June 28 request which follows).

Also, about the request to amend the contract – while we are aware of the overwhelming response to the DSEIR it was also mentioned that there were changes to CEQA that had to be met too. "Changes to CEQA" is a very broad statement. If you (or perhaps someone from AECOM) would please be specific and detail those CEQA changes from 2018 to now and provide this information to PRP, we would be very appreciative.

Thank you,
Judy

Please excuse iSpelling

Begin forwarded message:

From: Judy Isaman <jgisaman@aol.com>
Date: June 28, 2020 at 11:53:58 AM PDT
To: "afisher@placer.ca.gov" <afisher@placer.ca.gov>, "lcarnaha@placer.ca.gov" <lcarnaha@placer.ca.gov>
Cc: "KGrehm@placer.ca.gov" <KGrehm@placer.ca.gov>, "jawurst@yahoo.com" <jawurst@yahoo.com>, "cindygustafson@placer.ca.gov" <cindygustafson@placer.ca.gov>, "jholmes@placer.ca.gov" <jholmes@placer.ca.gov>, "judie@jwhitman.net" <judie@jwhitman.net>
Subject: SDEIR Hidden Falls Expansion Project: Time Frame
Reply-To: Judy Isaman <jgisaman@aol.com>
Hi Andy and Lisa,

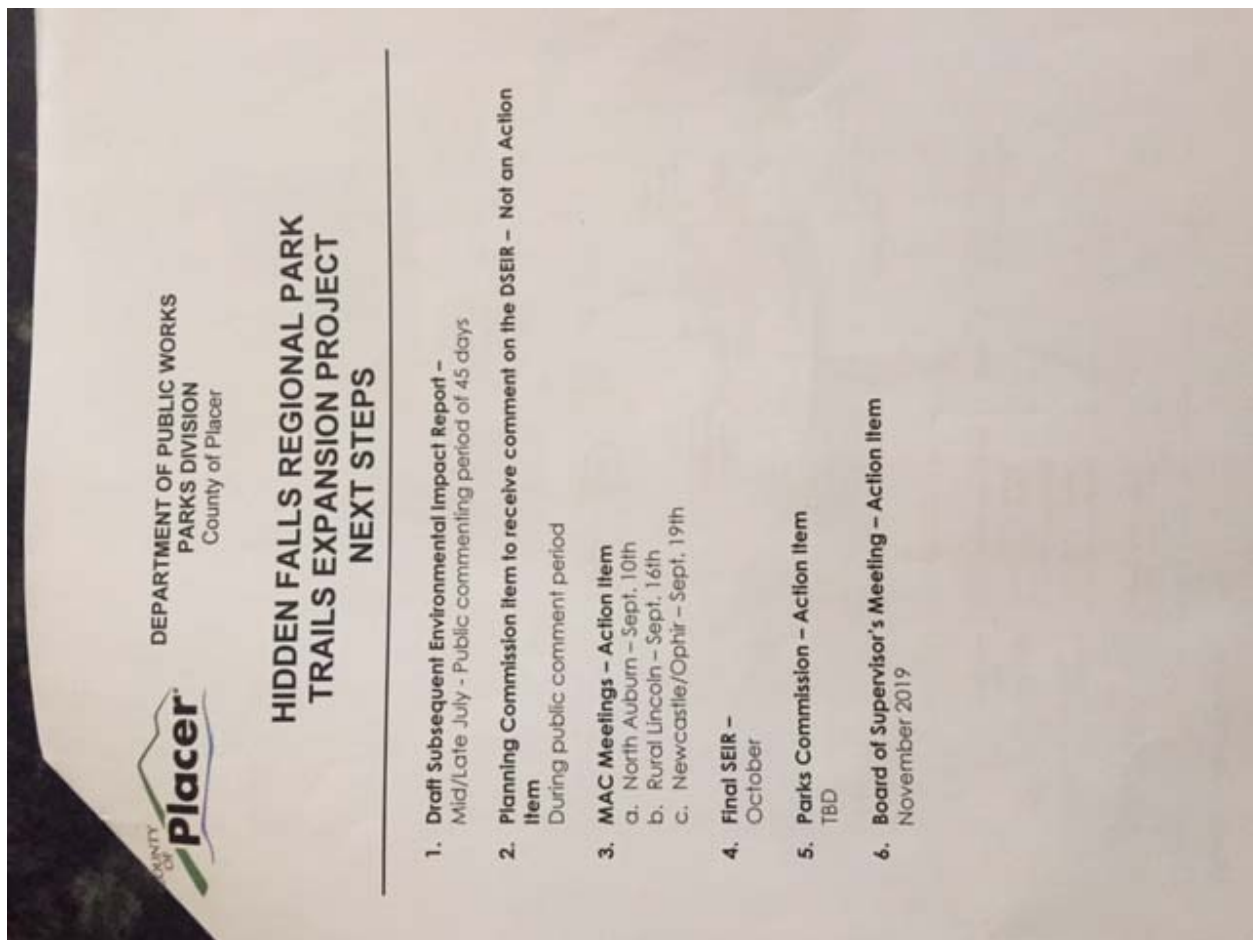
Everyone involved in this project is aware that compiling the above mentioned report took a bit longer than expected (refer to attached next steps document from June 2018).

Now that it has been over a month month since the close of the public comment period, Protect Rural Placer is curious about the timeline and activities that will be taking place before this is an action item on the BOS agenda.

Please provide us with your current projected timeline which includes activities and dates.

Thank you,
Judy

judy.isaman
jgisaman@aol.com
916.698.1055



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From: Judy Isaman <jgisaman@aol.com>
Sent: Wednesday, September 9, 2020 12:46 AM
To: Andy Fisher <AFisher@placer.ca.gov>
Cc: Lisa Carnahan <LCarnaha@placer.ca.gov>; Ken Grehm <KGrehm@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; jawurst@yahoo.com; judie@jwhitman.net; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Beverly Roberts <BRoberts@placer.ca.gov>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Mark Rideout <MRideout@placer.ca.gov>; thecaswells1@comcast.net
Subject: [EXTERNAL] PRP: SDEIR Hidden Falls Expansion Project - Follow Up to Sept 4 Phone Call

Hi Andy,

Thank you for your phone call on Friday. To tie up a couple of loose ends -

What information do you have about moving forward with the Parks Commission meeting for September 17?

Since the libraries are only open for pick up and drop off of materials, where and how will the Parks Department make the final SEIR documentation available throughout Placer County while practicing COVID public safety processes?

The flash drives with the documentation that was mailed out, was in fact a CD. Several people contacted me over the weekend to tell me that had received a CD and cannot use it as they do not have a CD drive on their computer. How do individuals order the flash drive?

When will the copies of materials be available for Protect Rural Placer to pick up?

Since the BOS is now allowing limited attendance at public meetings, what is the plan to include the North Auburn, Newcastle, and Lincoln MACs? I noticed that the Newcastle MAC is on the County calendar for September 15.

Please advise.
Thank you,
Judy

judy isaman
jgisaman@aol.com
916.698.1055

-----Original Message-----

From: Judy Isaman <jgisaman@aol.com>
To: AFisher@placer.ca.gov <AFisher@placer.ca.gov>
Cc: LCarnaha@placer.ca.gov <LCarnaha@placer.ca.gov>; KGrehm@placer.ca.gov <KGrehm@placer.ca.gov>; BOS@placer.ca.gov <BOS@placer.ca.gov>; jawurst@yahoo.com <jawurst@yahoo.com>; judie@jwhitman.net <judie@jwhitman.net>; KMcCaughna@placer.ca.gov <KMcCaughna@placer.ca.gov>; BRoberts@placer.ca.gov <BRoberts@placer.ca.gov>; cindygustafson@placer.ca.gov <cindygustafson@placer.ca.gov>; MRideout@placer.ca.gov <MRideout@placer.ca.gov>; thecaswells1@comcast.net <thecaswells1@comcast.net>
Sent: Tue, Sep 1, 2020 11:00 pm
Subject: PRP: SDEIR Hidden Falls Expansion Project - Fact or Rumor?

Hello Andy,

I have heard a rumor that the SDEIR will be coming out on Friday, and will be brought before the Planning Commission during the month of September, and thought it best to confirm this with you.

If this rumor is correct, it is my expectation to receive a schedule of the public meetings by Friday that will list the dates of the BOS, Parks and Planning Commissions meetings, and also including the Lincoln, Newcastle and North Auburn Macs (per the attached June 2018 document).

Being aware that the BOS has recently created new guidelines around public meetings, PRP is expecting that these meetings will be held in person (with limited capacity) and via remote access/telephonic. Due to the controversial nature of this project we are also once again asking that these meetings be held at 6p so the community will be able to participate in person.

In addition how will the Parks Department notify the 6,000 families that the SDEIR has been finalized, the final report is available for review, and of the public meeting schedule?

[Covid-19 has brought us another layer of challenges, with the procedures in place at the Placer County libraries](#) now making the final report unavailable for viewing since community members are not permitted in the library. For the past two years and continuing throughout the new public meeting process, I have made the BOS aware of the Internet issues such as lack of service and slow connection speeds in our rural Placer communities so suggesting we review online will not work for us.

Due to these accessibility limitations as soon as the final report is made available, PRP is requesting that we be provided two hard copies of it. On behalf of the North Auburn residents and the 6,000 families in our rural community, we also request that 20 copies of the final report be available for checkout at the Auburn library, and for all other Placer County residents that 10 copies of the final report are at each of the open libraries for checkout too.

I am looking forward to hearing from you before Friday.

Thank you,
Judy

[judy isaman](#)
jgisaman@aol.com
916.698.1055

-----Original Message-----

From: Andy Fisher <AFisher@placer.ca.gov>

To: Judy Isaman <jgisaman@aol.com>

Cc: Lisa Carnahan <LCarnaha@placer.ca.gov>; Ken Grehm <KGrehm@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; jawurst@yahoo.com <jawurst@yahoo.com>; judie@jwhitman.net <judie@jwhitman.net>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Beverly Roberts <BRoberts@placer.ca.gov>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Mark Rideout <MRideout@placer.ca.gov>

Sent: Mon, Aug 24, 2020 1:34 pm

Subject: RE: [EXTERNAL] 3rd Request: SDEIR Hidden Falls Expansion Project: Time Frame

Judy, we have not determined a final schedule for meetings leading up to the requested adoption of the final SEIR since we have not finished producing the final document for circulation. There will be a minimum 10-day circulation of the final document prior to public meetings, and we will let you know as soon as the final document is ready for review. We will also let you know as soon as the public meetings are scheduled.

Concerning the changes to CEQA guidelines, the two major areas of change were 1) information on wildfire, that was formerly discussed as a section within the chapter on Public Services, has now been expanded into a stand-alone Wildfire chapter, and 2) traffic analysis, that was previously based on level of service impacts, is now analyzed on the basis of vehicle miles traveled. In our case, given the timing in the midst of the traffic analysis transition, we performed both types of analysis.

Andy Fisher, Parks Administrator

Placer County | Department of Public Works | Parks and Grounds Division
Address 3091 County Center Drive, Suite 220, Auburn, CA 95603
(530) 889-6819 office | (530) 613-5568 cell | (530) 889-6809 fax | placer.ca.gov

From: Judy Isaman <jgisaman@aol.com>

Sent: Monday, August 24, 2020 10:40 AM

To: Andy Fisher <AFisher@placer.ca.gov>

Cc: Lisa Carnahan <LCarnaha@placer.ca.gov>; Ken Grehm <KGrehm@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; jawurst@yahoo.com; judie@jwhitman.net; Cindy Gustafson <cindygustafson@placer.ca.gov>; Jim Holmes <JHolmes@placer.ca.gov>; Kelly McCaughna <KMcCaughna@placer.ca.gov>; Beverly Roberts <BRoberts@placer.ca.gov>

Subject: [EXTERNAL] 3rd Request: SDEIR Hidden Falls Expansion Project: Time Frame

Hi Andy,

At the North Auburn Town Hall on August 19, Supervisor Gustafson mentioned that the Hidden Falls SDEIR may be coming before the Parks Commission, Planning Commission and BOS within the next month.

My first request to you for the Hidden Falls project timeline concerning the SDEIR was on June 28, followed by a second request on August 4. Since there has been no response from you or anyone in your office I am following up once again to request a time frame for the next steps in the Hidden Falls SDEIR project.

Based on my previous experience with the project timelines for Hidden Falls, I am aware of unforeseen changes to due dates. However, when you requested additional funds for AECOM to the BOS in July, it appears that there is a draft timeline that is driving the project, and on behalf of PRP, I am requesting this information now for the third time.

Also, speaking of AECOM and the request to amend the contract - while we are aware of the overwhelming response to the SDEIR, it was also mentioned that there were changes to CEQA that had to be met too. "Changes to CEQA" is a very broad statement. I'm asking you (or someone from AECOM) to detail those specific CEQA changes from 2018 to now and provide this info to me as well (request in my August 4 email).

I look forward to hearing from you very soon.

Thank you,
Judy

[judy isaman](mailto:judy.isaman)
jgisaman@aol.com
916.698.1055

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From: Judy Isaman <jgisaman@aol.com>

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Sent: Tue, Aug 4, 2020 1:36 pm

Subject: RE: SDEIR Hidden Falls Expansion Project: Time Frame

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Cc: "KGrehm@placer.ca.gov" <KGrehm@placer.ca.gov>, "jawurst@yahoo.com" <jawurst@yahoo.com>, "cindygustafson@placer.ca.gov" <cindygustafson@placer.ca.gov>, "jholmes@placer.ca.gov" <jholmes@placer.ca.gov>

<jholmes@placer.ca.gov>, "judie@jwhitman.net" <judie@jwhitman.net>

Subject: SDEIR Hidden Falls Expansion Project: Time Frame

Reply-To: Judy Isaman <jgisaman@aol.com>

Hi Andy and Lisa,

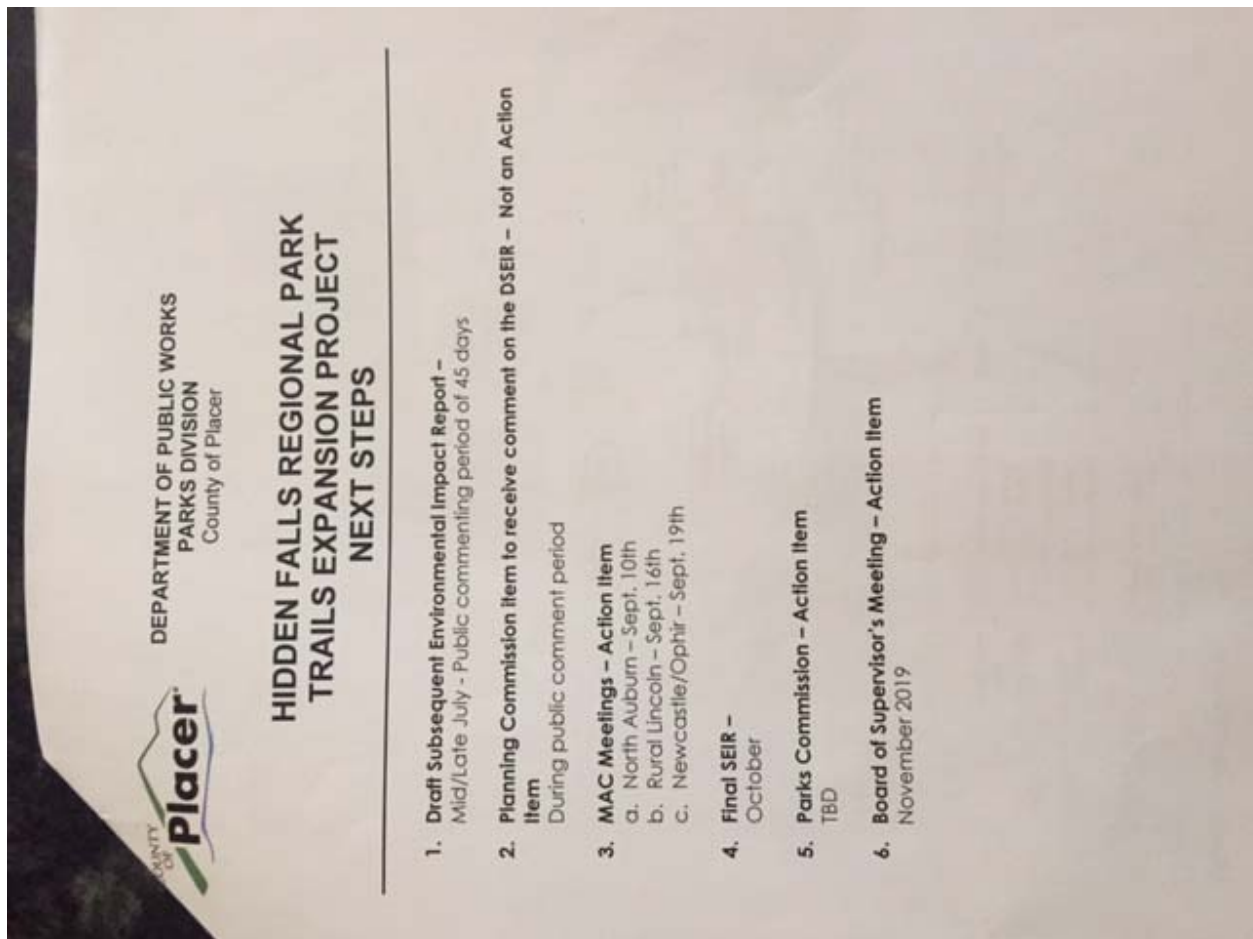
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Please provide us with your current projected timeline which includes activities and dates.

Thank you,
Judy

[judy isaman](mailto:judy.isaman)
jgisaman@aol.com
916.698.1055



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Bell Road Access For Hidden Falls Recreation Area

May 17, 2020

To: Community Development Resource Agency
Placer County Board of Supervisors

Regarding: Hidden Falls Regional Park Trails Expansion SDEIR

From: William & June Beatty
10745 Cramer Rd.
Auburn, CA. 95602-9230

To Whom it may concern;

As a longtime resident of North Auburn and member of Protect Rural Placer. We purchased our home in 2001. We are writing to you today because we wish to refute the above referenced document. It is our view that this document (SDIER), like the previous document (HFRP EIR) is detrimental to our way of life. They make assumptions based on weak evidence. While not taking into consideration the FULL IMPACT this project will have on our rural residences. Firstly the roads will deteriorate exponentially, increasing the cost of maintenance. Our peaceful existence along with the wildlife would be greatly influenced (Not In A Good/Healthy Way). Now I shouldn't have to say this but the increase of Fire Danger will also increase dramatically. Here are a list of the specific issues we feel would be detrimental to our wonderful way of life:

1. A. Wildfire: As we all know the risk of wildfires increase every year. And along with global warming, people's inconsideration or ignorance seems to increase with it. I would really hate to lose my home or one of the homes nearby. Just because someone was too lazy to empty their ashtray and decided to throw their cigarette out the window into dry grass.

B. Of course even if a new Fire station for this area were built. There are just too many back fields not accessible by roads. Thus allowing a wildfire to have spread substantially before crews can arrive. That includes the air crews.


2. Transportation & Circulation: I don't think it really needs saying but there are already too many fatal accidents on HWY 49. The planned changes to 49 are only going to make things worse. True the areas where the middle lane barriers will be improved, maybe! But going into a traffic circle at 45mph, 50mph, 60mph is just an accident waiting to happen. I realize that those figures are not what you have considered as the speed. But by merely slowing down to reach these traffic circles, creates another problem. Even with a special lane for exiting and entering these traffic circles. This will not keep inattentive drivers from hitting the cars in these lanes. Now add to that the increased number of drivers on HWY 49 if the project is approved.

3. Increased Risk to Residents & Wildlife: With the influx of visitors to the rural areas, our wildlife will suffer greatly. Just the risk from garbage alone is enough to re-evaluate this project. Add to that increased noise, property damage, polluted environment & inconsideration of many visitors. Well it just might make it worth our while to move to a different county. But of course we couldn't, could we. No because our property values would increase, but no one would want to buy. Why you ask? Because we buy in the country for safety, peace/quiet, and animals.

Based on the information in the (SDEIR), plus the erroneous assumptions that are made. Adding to that the negative impacts to the very communities who were not included in any of the 15- year planning of this project. I respectfully request that you reject this proposed project.

Please include this letter as part of the Public Comment Permanent Record.

Thank-you,



William & June Beatty
Project Rural Placer

From: Karen Buehler <mtc_kbuehler@yahoo.com>

Sent: Wednesday, May 20, 2020 9:07 PM

To: Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; Sue Colbert <SColbert@placer.ca.gov>

Cc: Karen Buehler <mtc_kbuehler@yahoo.com>

Subject: [EXTERNAL] Residents at 9220 Cramer Road RE Twilight Ride on Bell Road

Placer County Resource Development Agency, Environmental Coordination Services

- 3091 County Center Drive, Suite 190, Auburn, CA 95603
- cdraecs@placer.ca.gov

Placer County Board of Supervisors

- 175 Fulweiler Avenue, Auburn, CA 95603
- BOS@placer.ca.gov

Placer County Planning Commission

- 3091 County Center Drive, Auburn, CA 95603
- scolbert@placer.ca.gov (Sue Colbert, Planning Commission Clerk)

Dear Agencies, Supervisors & Planning Commissioners:

Let me start off by letting you know that when I wrote this I directed my comments towards the people that have planned this. When you read this please understand my frustration is not directed at you. I think it's better if I don't edit this otherwise it may sound too sterile. I'm submitting as is!

Twilight Ride location is where the County plans to put the largest parking lots of any of the Hidden Falls expansion locations. 40 horse trailer parking and 100 car. See Chapter 7 (Visual Resources) page 11. This shows where they plan to build this gigantic parking lot (shown in red). If you look just above the red area you will see our house and property. It appears this huge parking lot will be butted up against our fence line – this isn't right! We bought this particular piece of property because of the phenomenal view and now you want to build a huge parking lot so we will be looking at concrete, cars, trucks/trailers, etc. when we look out our back window or working out back which is the majority of my time here we will be looking at concrete, vehicles and people. We have a farm with over 80 animals a refuge if you will. We bought this property because it was our dream to live in the country and have lots of animals. The focal point of our property is out the back. I'm on every part of this back part of our property daily.

A 50-acre parcel was purchased, please move the parking lot so it's away from our home!

It is bad enough that our home insurance has doubled which is barely affordable, now it will increase even more, how is that fair? Why should we have to pay more for insurance because you choose to endanger our lives? To be honest, you are signing our death warrants, if or should I say when a fire breaks out, we will be taken out immediately, our animals, our home, our lives.

Litter/trash will be flying onto our property every day – so I guess I'm going to have to clean this

up? Really? I have enough to do on a day to day basis, working out of town 3 days per week, then I come home to catch up but no I'm sorry, I'll clean the house later, I need to walk the property to pickup other people's trash? Our property value is now going to decrease, we put everything we had into this property and with your project you are taking this away.

My husband is very sick with 4th stage cancer, we really didn't need another catastrophic event in our lives. The parking lot is too close to our property, we would hear everything going on over there, this should have been taken into consideration. Unlike most of the surrounding properties, ours is right down there in the mix. We have the right to peace and quiet, we bought this property for that reason. We also have the right to privacy, we will have no privacy if you put that parking lot according to the picture on page 11. We moved out to the country to be in just that – the country! The county purchased 50 acres of property and there's certainly other areas you can build that parking lot [and whatever else you have planned] where you are not blatantly pushing it in our faces and ruining our livelihood and our sense of peace and tranquility. The plans show a complete and utter disregard for us as property owners, city residents and just disregarding us as human beings.

We have the right to not be disturbed or be looking at public concrete and traffic out our back window, the back side of our property is the focal point for this property and you will be taking that away from us. Both Andy Fisher and the woman that works with him her name escapes me at the moment and I really don't have time to look it up but you know who she is, well they came out to our property per our request because we wanted to show them how their parking lot project would affect us. When looking at the location of where they plan to pour the concrete it appears they have not taken any consideration for our property as it's completely visible when I'm outside in back. We are not high on a hill or far away from this parking lot. We are down low within earshot of hearing everything that goes on in said parking lot including children screaming, vehicles pulling in, etc. Do our lives not matter?

Home insurance has already doubled for us, if you put this park in it will triple and we won't be able to afford it. There's just not enough money, this isn't right. We fear for our safety. There has already been 2-3 fires on big hill since we moved here in May 2013.

You are signing a death warrant for my family and all of our animals!

Not only does this affect us emotionally, spiritually but also financially. Our property value immediately drops due to this eyesore. What are you going to do about this?

Issues:

Loss of our peaceful, scenic view

Property Value

Fire Danger

Trash

Theft

In summary, this is how your proposed park will affect our lives:

Increased cost of FIRE insurance – we need to pay more money because of you

Home value will decrease – we will be losing value in our home

Zero Peace of Mind – we now must worry about the safety of our lives, our animals and our home on a daily basis

Increased Stress – due to worrying about our safety

Now you tell me how is this fair? We can't afford to pay any more money for home insurance than we are now. We are livid, it's just not right for you to ruin the lives of everyone around this 'proposed' park entrance.

I'm an experienced equestrian and I've ridden at Hidden Falls. It's a nice park, but I have to say that I see trash on the trails that really chaps my hide. There's just no excuse for this. People that come to the park and toss their trash like this are disrespectful. Those are the same people that will smoke on the trails that will eventually start a fire that will kill all of us. I don't see anyone enforcing no smoking on the trails, I don't see anyone enforcing anything at Hidden Falls. There's nobody there except to collect money on the weekends at the entrance. There's no one on the trails so once park goers are in they can do whatever they want. Let's face it, most young kids don't care about much. They don't have a sense of responsibility or care about what could be dangerous/hazardous to others. It's more about looking/acting cool amongst their peers.

Let's also come to terms with the fact that the homeless in this area come off as being entitled. They harass my husband when he goes shopping at Safeway. They will find their way onto this 'open space' land and camp out. Who's going to know. You have signs that state when park goers must leave the park but do you check?

I'm going to tell you something; if you choose to put that parking lot and other amenities just on the other side of our fence line which is smack in the middle of where I spend 50% of my time when I'm home then you should expect a lot of interaction between this household and your park goers ~ it's not going to be pleasant. These unpleasant interactions will then be posted on social media sites or perhaps it will even make it on the news. We don't want your concrete around our home. If we were farther away it might not be so offensive but you plan to build this too close to our home.

Twilight Ride entrance is a hazard for our roadways which we don't want widened or trees taken out to accommodate. We like our country roads, put yourself in our shoes.

Are you going to compensate us for our losses? This is a tremendous loss to our home/property as well as others, but I'm going to focus on our personal losses as everyone else has had their opportunity to speak about theirs.

We are imploring you to reconsider your plans for twilight ride. It's too big and you are doing this on agricultural land which is meant to graze cows. PRA – Protect Rural Auburn was put together by a large group of concerned residents in this area. Listen to our concerns – they are real. The letters you get from the opposition basically say 'we want this park so we can exercise, enjoy nature, etc.' This is not a valid reason to ruin the lives of all the people living here. We bought our homes here, this is where we live!!! Of course people that don't live here don't give a damn. If the situation was reversed, they would not be in support of the project. There's a plethora of places to go get exercise ...your statistics are rigged.

I understand my comments are all over the place but to be honest, I don't have the time to carefully format my thoughts right now. You can get the gist of what I'm saying without me spending anymore of my time. I imagine you won't do anything about this anyhow so I'm not holding my breathe, but again **please move your plans for parking lot and whatever else you plan to build out there AWAY FROM OUR VIEW!!!!**

It's bad enough that we will see all the people coming through on the trail smack behind us, we shouldn't have to look at the parking lot in addition to our privacy being invaded.

Thank you for reading this as it comes from the heart.

Sincerely,

Karen Buehler

9220 Cramer Road

Auburn, CA 95602

650.823.2635

May 10, 2020

To: Placer County Board of Supervisors

From: Kathryn Barger
857 Wildomar Lane
Lincoln, CA 95648

Regarding: Hidden Falls Regional Park Trails Expansion SDEIR

I have lived in Placer County for 44 years, one year in Roseville, 40 years in Newcastle, and 3 years in Lincoln. I have seen unprecedented growth in these three areas. The cities of Roseville and Lincoln have expanded within their city limits with many new neighborhoods and beautiful city parks. And I was initially very happy with the new park developed at Hidden Falls. But I am writing you to voice my concerns with the county's plan to expand the trails of Hidden Falls and build several new parking lots in rural Placer County. I also object to the fact that the county has been planning this for many years and it is only in the last few years that the public has been informed in an appropriate way.

I wish to focus on the Subsequent Draft Environment Impact Report (SDEIR), specifically with the parking and transportation issues.

* You are asking some people who live in the rural areas off Bell Road, Cramer Road, and Lone Star to be prepared for significant increases in the traffic along these narrow roads. You are asking these residents to sacrifice their way of life so that others can travel to these rural areas, park their cars and horse trailers and commune with nature. I have driven these roads many times and it is reckless for the county to intentionally increase traffic on them. There will be increased automobile accidents and increased car emissions that will lower air quality. The SDEIR says this is unavoidable but this is a falsehood.

* The largest proposed parking lot will be off Bell Road and is 70% larger than the current parking lot at Hidden Falls. The SDEIR projects over 1400 people could be using this lot on any given weekend. What happens when this lot gets full and people park out on Bell Road? Don't say that it won't happen because it is already happening on Mears Road when the Hidden Falls lot gets full. Rules are ignored and the local residents are asked to put up with this. Is this fair?

* The Taylor Preserve would be accessed with this new Bell Road parking lot. On a weekend with 1400 visitors, the 300 acres of this preserve would be overwhelmed by foot traffic, dogs, horses and bicycles. And in the process the risk of a wildfire would be dangerously high. And the noise pollution for the residents nearby will be very undesirable.

* Developing the parking lot off Bell Road will very severely affect the aquatic habitat of Orr Creek. The entrance to the new lot would endanger the environment of the Western Pond turtle. The wildlife of this area will be disrupted and permanently damaged. Our county planners need to address these issues in the SDEIR and stop ignoring environmental degradation. Expansion is always chosen over the environment and this is wrong.

* Additional environmental damage will occur when the trees along Bell Road will be cut down when widening the road for the proposed turn lane into the parking lot. The rural look and feel of this area will be permanently changed.

In regards to the expansion of Hidden Falls Regional Park, I would like for the county supervisors to choose Alternative 1 and maintain the current limitation of public access, with docent-led hikes and educational experiences for small groups. In making your decisions I would like to ask each supervisor how you would feel if the homes or acreages in your neighborhood were sold to build a parking structure or a parking lot for the increase in traffic for a new park nearby or an expansion to an already developed park. What would you say? Probably, "not in my back yard". Please consider the back yards of all our county residents who would be adversely affected by the Hidden Falls expansion.

Please include my letter as part of the public comment permanent record.
Thank you.

Sincerely,



Kathryn Barger

Well well well, seems things just move ahead without regard to the residents of Auburn/Placer County!
Saw this sign today...

PLACER COUNTY PLANNING SERVICES DIVISION DEVELOPMENT PROPOSAL PENDING

Hidden Falls Regional Park Trails Expansion Project

The Placer County Parks Division is requesting a Conditional Use Permit Modification and Certification of a Subsequent Environmental Impact Report for the expansion of the Hidden Falls Regional Park trails network. The Trails Expansion Project would add approximately 30 miles of existing and new multi-use trails within an additional 2,765 acres of open space located northeast, west and east of the existing park. The project includes the addition of another 25 automobile parking spaces at the existing Mears entrance, as well as new parking and trailhead areas near the end of Curtola Ranch Road, at the Twilight Ride property (5345 Bell Road), and at the Garden Bar 40-parcel, located west of the existing park.

Project Website: <https://www.placer.ca.gov/2537/Hidden-Falls-Regional-Park-Trail-Network>

**Contact: Lisa Carnahan,
Parks Division (530) 889-6837**



wait no notice to public, no meeting, no comments from those closest to your “proposed” development. It seems HF-1 isn’t being properly managed financially or otherwise: no water, no functioning well, No usable bathrooms connected to septic...yet full steam ahead with HF expansion without regard/plans to address the following: wildfire danger, traffic, impact on rural life/agriculture, dangerous narrow roads, lack of funding for first responders, all during a bleak economic crisis and pandemic nonetheless. Shame on you! When will we be able to voice our concerns. The final SEIR isn’t even out for us to view/challenge. At least have common decency and respect for the residents of Placer County allowing us to be a part of the process.

Kelly Altena
Protect Rural Placer
Sent from my iPhone

-----Original Message-----

From: Kelly Altena <kellyaltena@gmail.com>

Sent: Friday, September 4, 2020 5:10 PM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>

Subject: [EXTERNAL] Lack of internet / bandwidth to read SEIR, additional items regarding HF proposed project.

Due to being in a rural area and without the best internet and bandwidth, we are respectfully requesting a hard copy of the final SEIR for the Hidden Falls proposed expansion. It is too large a file for the internet options available to us being in a rural area.

Also, another thing troubling us is proceeding with this project during a most unprecedented time with the pandemic, the health and financial crisis many of us in our community are facing.

It is being said that our first responders are facing a pay cut, yet they will be facing an even bigger responsibility due to this project and with the potential for wildfires in HF, not to mention rescues on hot days. Wildfires are first and foremost on our minds: The potential for issues we are facing with obtaining homeowners insurance on a fixed income is beyond stressful, add the increased fire danger to the mix and this is making our once peaceful lives full of worry and fear. This project will no doubt create a financial burden we cannot bear.

Many we have spoken with think you should table proceeding with this project until the pandemic has passed or at least is being controlled.

We absolutely are opposed to the expansion! Phase 1 isn't even being properly managed! What would make us think or believe this will be any different?

Kelly and David Altena
Hubbard Road, Auburn

Sent from my iPhone

Kelly Jackson
P.O. Box 143
Meadow Vista, CA. 95722-0143

May 17, 2020

Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn, California 95603

Dear Bonnie,

**Re: Concerns about Fire Danger in Hidden Falls
Regional Park Trails Expansion SDEIR**

I have been a resident of Placer County for 38 years. I have concerns about the fire danger in this area. There are a number of points to consider in the SDEIR.

16.6 Mitigation Measures

** The purchase of a Lightweight Rescue Vehicle (LRV) is noted; cost information for the vehicle and staff is missing and no evidence exists that the LRV can or will reduce incidence of wildfires. What is the actual projected cost of the LRV and annual cost of the staffing that would operate it?*

(A side point here - after talking to Cal Fire they would not receive a new vehicle but rather replace their old one. How does this all work out in terms of Hidden Falls Recreation Park?)

**Missing from the SDEIR is how visitors will be policed for illegal camping, campfires, BBQ's, smoking, running dogs off leash, harassing livestock, and myriad similar problems when California Land Management "Rangers" will be the relied upon enforcement group.*

** What will be the annual cost of the additional "Rangers"?*

**Fuel mitigation, as stated, does not reduce the chance for ignition of fires.*

**The SDEIR unjustly appears to speculate that future incidence of wildland fire will correlate with the past 55 years of fire history in the area. There is no correlation because the trail expansion area was privately held land free of visitor impact during most of those years.*

Other: Significant Items/Issues That The SDEIR Fails To Address

**Fire history within the local region, in similar fuel types and with similar topographic features, is not addressed by AECOM in the SDEIR. Three significant fires that exemplify potential are noted:*

- 1. August 30, 2009: The 49 Fire of Auburn had southwest winds push the fire northeast and consumed 340 acres, 60 homes, 3 businesses, and more.*
- 2. September 1, 2008: The Gladding Fire was driven by wind burning southeast from its point of origin and consumed 960 acres, 4 residences and many more structures.*
- 3. 1992: The Fawn Hill Fire, another wind-driven fire that burned 250 acres and 11 homes.*

** More than 900 miles of trails already exist in Placer County. Funding to maintain these existing trails is in the present problematic.*

** With expansion of the HFRP, Placer County creates untold liability by introducing many hundreds, if not thousands, of Park users into a fire-prone area, an area already impacted by fire insurance cancellations and insurance rate increases that are largely attuned to calculated risk.*

From my perspective - having just gone through an insurance change for my house, my old company is no longer selling insurance in my area - my new policies are more expensive. This will definitely affect local homeowners.

I worked for Animal Medical Center as their Accountant and Controller for about 33 years and I retired about 4 years ago. I saw a few cases of cats, dogs and bunnies that had been burned. It is an awful thing to see. Please double check your facts and the information you are using to make your decisions.

Based upon the information in the SDEIR, the assumptions it has made, and the negative impacts to the very communities who were not included in any of the 15-year planning. I request that you reject this project.

Please include my letter as part of the public comment permanent record.

Thank you,



Kelly Jackson

R2305H129238-05

703

May 16, 2020

To: Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn, CA 95603

From: KJ and Jan Quarry
5495 Bell Road, Auburn, CA 95602

Regarding: Hidden Falls Regional Park Trails Expansion DSEIR

As a longtime resident of North Auburn, we are writing to you to refute the above referenced document. This DSEIR, along with the original HFRP EIR, makes weak assumptions and doesn't take in to consideration the full impact that this proposed project will have upon the residents, roads, and fire danger of the nearby community.

The following issues of concern are:

TRANSPORTATION AND CIRCULATION

1. The DSEIR has failed to identify and evaluate how increasing vehicle traffic will substantially increase the danger on these rural, narrow, & winding roads.
2. The DSEIR has failed to identify all the other sources of traffic on Bell, Cramer, Lone Star Roads such as: Auburn Valley Golf Course, Wineries, Auburn Art Studio Tours to name a few.
3. The DSEIR has failed to address that traffic safety issues will be increased by truck and trailer rigs and cyclists due to the roads not having adequate shoulder or bike lanes.
4. Due to the volume of traffic, excessive speed of motorists on Bell Road and the safety of residents and visitors, a left hand turn lane into the Twilight Ride entrance must be included with Phase 1 of the parking lot.

WILDFIRE

1. The SDEIR has not addressed evacuation of residents living around the proposed expansion or the business community of North Auburn in the event a wildfire were to start. It doesn't

address the issue and number of residents trying to leave the area on narrow, winding rural roads and the overwhelming congestion and confusion as witnessed in the Paradise Fire.

2. There is no data provided in the DSEIR with regard to the number of driveways and side roads along Bell, Cramer, & Lone Star and the possible number of vehicles that could be merging to evacuate all at one time.

3. Fuel mitigation as stated in the DSEIR seems to assume that future incidence of wildland fire will compare with the past 55 years of history in the area. That assumption can't be compared due to the fact that the land in the area was held privately, free of unsupervised public access.

4. The DSEIR makes no mention of how to handle planned red flag conditions with regard to the park being open. PG&E addresses high fire danger red flag with planned outages. Insurance companies address this with more homeowner cancellations.

5. The DSEIR fails to address the fact that 95% of wildfires are human cause and the direct effect of unsupervised public access to this high fire danger area. The only way to mitigate that is no unsupervised public access to this area.

6. The DSEIR contains very little discussion regarding the potential rate of spread as influenced by fuels and weather. Rate of spread is concerning as it relates to evacuation and the welfare and safety of the community.

Based upon the information in the DSEIR and the assumptions it has made, and the negative impact on the residents and the business community of North Auburn, we request that you reject this project.

Please include my letter as part of the public comment permanent record.

Thank You.



KJ Quarry



Jan Quarry

Quarry
5495 Bell Road
Auburn, CA 95602



Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn, CA 95603

95603-454356



From: Linda Adams <ljadamsis@gmail.com>
Sent: Tuesday, May 19, 2020 10:40 AM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Public Comments on Hidden Falls Project

Dear Place County Board of Supervisors,

The attached letter contains comments on the proposed Hidden Falls Trails Expansion Project. Please enter our letter into the public record.

Thank you. Sincerely,

Linda Adams

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Linda Adams
LJAdamsis@gmail.com

916-774-3438 (land line)
719-360-7752 (mobile)

Date: May 19, 2020

To: Community Development Resource Agency, Placer County Board of Supervisors,
Planning Commission, and Parks Division

From: Linda and Lawrence Adams, 6304 Crater Lake Drive, Roseville, CA 95678

Regarding: Hidden Falls Regional Park Trails Expansion DSEIR

We have lived in Placer County since 2002. From the time we moved here, there have been parks and recreation facilities promised in cities and neighborhoods. A proposed park near us has just started development after being "imminent" since 2005, fifteen years. Many others are still waiting for long promised recreation facility development. Although the cost of the Hidden Falls Trails Expansion (HFTE) has not been determined, it has to be significant. Funds used for this single, large project will necessarily take funds from other Placer projects. Concentrating these funds unfairly disadvantages people who live and pay taxes in other parts of our county. Funding should be reasonably distributed to develop projects benefiting a wide range of neighborhoods.

The fact that cost for HFTE has not been determined is another red flag. There is no way to accurately determine return on investment when we don't know the investment. We cannot determine the projects that won't be funded due to money going to HFTE when we don't know the level of funding. It seems grossly inappropriate to even consider HFTE without such a basic piece of information in place as project cost.

Given the neglectful impact to communities not included in the planning and the lack of cost information, I request that you reject the Hidden Falls Regional Park Trains Expansion project.

Please include our letter as part of the public comment permanent record.

Thank you,

Linda and Lawrence Adams

Date: May 12, 2020

Attn: Placer County Board of Supervisors, Community Development Resource Agency,
Planning Commission and Park Division

From: Linda Cline
10800 Pickle Barrel Rd.
Auburn, Ca. 95602

Re: Hidden Falls Regional Park Trails Expansion SDEIR

As a long-time resident (43+ years), I am writing in response to the SDEIR. This draft has more clearly emphasized major concerns that I have had from the beginning about the Hidden Falls Expansion Plan, namely Wildfire Protection, Traffic and Environmental Impact. I do appreciate that the public wants more access to the Hidden Falls Park. However there are way too many risk factors to have this go safely forward. Just like during our current COVID19 crises, there are times when we have to ALL modify our wants and desires to meet the obvious safety needs for all of us.

From the day I found out about this Hidden Falls Expansion - way past the 2005 date when the County began planning - **Wildfire Safety** has been a top priority!

Right within our own neighborhoods, we have had 3 catastrophic fires within the last 8 years

- 1) Aug. 2009 - 49er fire consumed 340 acres, 60 homes, and 3 businesses
- 2) Sept. 2008 - Gladding fire burned 960 acres, 4 homes, and many more structures
- 3). 1992 - Fawn Hill fire that burned 250 acres and 11 homes

Not to mention the devastating Camino Fire in Nov. 2018 - which was the deadliest and most destructive wildfire in California's history, with 18,804 buildings & homes destroyed and 86 deaths.

As we have clearly seen in the last few years the impact of human activity and climate change only means that California fire season will only get worse! Governor Newsom just announced this week that we have had a 60% increase in wildfires these first 4 months of 2020, than last year at this time!

Section 16.0 / SDIER - Wildfire

16.2. Environmental Setting

> CAL FIRE has clearly stated that up to 95% of wildfires are caused by human activity. Yet, no discussion of this in the SDEIR

> SDEIR makes no correlation between the number of projected visitors and potential for fires started by humans

16.3 & 16.4. Wildfire Classification and Fire Hazard Severity Zones

> SDEIR contains no discussion regarding what constitutes red flag conditions, nor does it address closing the park to visitors during such conditions

16.3 & 16.4 (cont.)

> SDEIR has very little information regarding the fire spread based on fuels, topography, or weather. Rate of spread is critical as it relates to evacuation and safety of community - i.e. Camp Fire

> SDEIR has no discussion or correlation between fire hazard severity levels in the Expansion area, as relates to what PG&E and fire insurance companies deem as High Risk Areas. PG&E addressed this increased risk with planned power outages during red flag conditions and insurance companies have continued more and more policy cancellations!

16.4.2. Emergency Response / Emergency Evacuation

> There are ~ 6,000 residence living near the HFRP and Expansion area that could be affected by any fire in this area. During the 49er Fire in 8-09, Bell Road was impassable.

> Effective / Safe Evacuation and Emergency Vehicle response via Bell, Cramer, and Lone Star Road would be GREATLY IMPACTED as area residents, park visitor vehicles, and horse trailers, area wineries, and Auburn Valley golf course all attempt to exit on these narrow rural roads! SDEIR also has no data on the number of driveways and side roads along Bell, Cramer, and Lone Star and the number of vehicles that would be merging to evacuate all at once.

> 2018 Camp Fire in Paradise speaks volumes to the pure panic, chaos, and loss of lives when there is NOT enough safe escape routes! Let's not have a devastating history repeat itself!!

16.6. Mitigation Measures

> How will visitors be policed for illegal camping, campfires, BBQs, smoking, dogs off leash, and livestock issues when California Land Management 'Rangers' are the only enforcement??

> SDEIR appears to speculate future wildfire incidence will correlate with past 55 years of fire history in the area. However, no correlation is possible because this proposed Trail Expansion area was privately owned land - free of visitor impact during most of these years!

Other Significant Issues that SDEIR does not address

> Over 900 miles of trails already exist in Placer County and Maintenance Funding for these existing trails is already problematic

> Expansion of HFRP creates liability for Placer County by adding hundreds, if not thousands, of park users into a fire-prone area. One that is already impacted by PG&E outages and fire insurance cancellations based on fire risk factors!

With the deadly combination of the climate crises we are currently in with decreased rainfall, dying trees, and increased fuel load and the woeful lack of our small and winding country road's capacity for safe evacuation, there seems to be a blatant omission from this SDEIR!!

Right alongside these obvious Wildfire Concerns is the **Traffic Impact** on the narrow rural roads needed to access the proposed HFRP Expansion. All of these narrow access roads have blind curves, hills, and many spots of limited visibility.

1) Cramer Road - SDIER does not point to the fact that collisions on this road are already above the state average. There is also no center line and it does not meet minimum safety standards.

2) Lone Star Rd - is a winding road with an already high traffic volume due to residents and Auburn Valley Country Club members and visitors

3). Bell Rd. - has a high volume of traffic, many sections and curves with poor visibility, excessive speed of vehicles and will be heavily impacted by the approval of residential, government, and commercial projects already started. For the safety of residences and visitors a left-turn lane into the Twilight Ride entrance is absolutely necessary with Phase 1 of that parking lot.

4) Mears Rd. - excessive traffic and speeding already present with no CHP presence

5) Highway 49

> SDEIR fails reporting of collisions and fatalities on SR 49 from Lone Star to Bell Rd over past 10 years. There have been 4 fatalities in just the past 6 months

> SDEIR and County have pointed to safety improvements, i.e. proposed roundabouts & center dividers, to this section by CALTRANS - but this will be years out due to required extensive studies, analysis, public input, funding, and construction.

SDEIR is grossly negligent in addressing the INCREASED VOLUME of TRAFFIC

> it does state that the Twilight Ride parking lot on Bell Rd. would add 600 vehicles on a single Sat. or Sunday and the Harvego parking lot through Auburn Valley Country Club generates 573. That means an additional 1,173 vehicles on a single weekend day which would have devastating impacts on Bell, Cramer, and Lone Star roads!

> this fails to identify all the other traffic that already exists on these roads with the local wineries, AVCC golf course, event center and restaurant, Agri-tourism events and No. Auburn Art Studio tours

> it fails to acknowledge these major traffic safety issues being compounded by truck and trailer rigs and cyclists - with none of these roads having adequate shoulder or bike lanes. In many sections, passing would require going over the center of the road and into the path of oncoming traffic!

This SDEIR does not quantify the number of residents plus visitors trying to navigate and egress these narrow & winding rural roads. Therefore it does NOT responsibly address the Traffic Impact on driver safety and/or safe Evacuation in case of a fire!

Environmental Impact of Hidden Falls Trail Expansion Project

> the proposed Twilight Ride parking lot is 70% larger (with 700 people + 600 vehicles on a single weekend day) than the current Hidden Falls lot. Yet this is the access to Taylor Preserve that is only 300 acres - 1/4 size of the current Hidden Falls.

> SDEIR states that the Hidden Falls Expansion project will **exceed** thresholds for acceptable Vehicle Miles Traveled. VMT is the most significant measure of transportation impacts, emissions & air quality impacts. Placer County already has poor to unhealthy air quality days in the summer, when the impact from Hidden Falls traffic would be the greatest.

> This proposed project would result in the removal of trees from oak woodland habitat. Our oak trees are already dying at an alarming rate in the foothills, due to droughts and beetle infestations. Do we really want the live, healthy trees to be cut down?!!

> SDEIR fails to include the degradation of aquatic habitat and wetlands at the entrance of the Twilight Ride property

Do we always need MORE at the expense of our already fragile balance of preserving riparian and aquatic habitat, oak woodlands and wildlife?! Or could we have a more equitable and healthy alternative to the proposed Hidden Falls Expansion by continuing docent led hikes, cycling, educational outdoor experiences and guided group activities for public access!

With these obvious **Wildfire, Traffic** and **Environmental concerns**, I would hope there would be more careful analysis and attention paid to the inherent devastating impact that the Hidden Falls Trail Expansion will have on the roads, environment, habitats, and fire dangers in our community.

Respectfully submitted,

Hinda J Cline

Mr. & Mrs. Michael Cline
10800 Pickle Barrel Rd.
Auburn, CA 95602-9523



SACRAMENTO CA 95602
50c
MAY 1990 PM 3 L

Placer County Board of Supervisors
175 Fulweiler Ave.
Auburn, CA. 95603

Attn: Hidden Falls/SDER

95603-454356



From: Linda Cline <lindac6413@gmail.com>

Sent: Sunday, July 26, 2020 7:28 PM

To: Cindy Gustafson <cindygustafson@placer.ca.gov>; Robert Weygandt <RWeygand@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>

Subject: [EXTERNAL] July 28th Mtg. - Hidden Falls Expansion SEIR

To: Placer County Supervisors

Date: July 27, 2020

Re: Agenda Item regarding the request for approval for a Second Amendment of AECOM's contract for Technical Services to complete the Hidden Falls Regional Park Expansion SEIR. Request for \$73,300 plus \$10,000 additional as needed.

ACTION REQUESTED: Approve the Second Amendment to the consultant Services Agreement with AECOM, increasing the not to exceed amount by \$73,300 from \$283, 678 to \$356,878 for additional environmental report preparation services for the Hidden Falls Regional Park Trails Expansion Project.

What this request doesn't disclose is that the DPW- Parks Division has already spent close to a half-a-million dollars on the SEIR in 2019/20. This information was provided by Andy Fisher last week:

For the 2019/20 expenses he listed:

• AECOM	\$283,678	document preparation for the Draft SEIR
• Helix Environmental	\$ 35,796	Site plans for entry and parking areas
• County staff time	\$153,814	from County DPW and CDRA
• Ancillary costs	<u>\$ 8,609</u>	Printing and notifications
	\$481,897	

FY 2020/21 BUDGET CONCERNS:

At the June 23, 2020 Supervisors Meeting it was stated that it would be critical that the budget be reviewed in October 2020 to evaluate the economic impact of the COVID-19 Pandemic on revenue and expenses. And at that point decisions may need to be made to adjust the budget and ask departments to curtail spending. This was your assurance to the public since the County stated they hadn't adjusted the 2020/21 budget for COVID-19 impacts.

The Pandemic and the economic fallout are not going away anytime soon. We believe that it is especially critical and imperative that the Supervisors and county staff make fiscally prudent and responsible decisions that ensure that our tax dollars are spent on the health, economic and educational "needs" of the residents. Included in this is the "need" for better internet access county-wide. Our school children, college students, remote workers, and residents trying to connect remotely with their doctors and loved ones and ALL of our students desperately "need" high speed internet.

There are people that want the Hidden Falls Expansion, because they "want" more trails. But is "wanting more" of something that is already available in Placer County and neighboring Counties really a priority right now??

We know how much you care about the residents of Placer County and what they are going through right now, so please, use any discretionary money and any money in department budgets that is earmarked for "wants" and first take care of the critical "needs" of county residents. Spending more money to move the SEIR forward is a "want" and not a "need" during a pandemic.

I am asking that you demonstrate fiscal prudence and responsibility by prioritizing the needs of your constituents, and that you table the vote on this request until:

1. The mid-year budget shortfalls and budget "needs" have been evaluated with the impact of COVID - 19 on current budget
2. County residents' "needs" during a pandemic have been addressed
3. The internet "needs" for all residents county-wide have been addressed
4. We have some health and economic stability re-established

Thank you for hearing the voices of your constituents during this health and economic crises!

Linda Cline

Auburn resident for 40+ years

From: Livingston Grading and Paving <livgp@yahoo.com>
Sent: Wednesday, May 20, 2020 2:24 PM
To: Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>
Cc: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls

My name is Lee Livingston,

I live at 4545 Bell Rd., Auburn, CA, we have lived at this location since 1982. My wife and her family have lived here since 1945.

We have seen the county grow and expand during these years substantially. I am a grading and paving contractor and have been in business in Placer County since 1964.

I would like to address the cost of maintenance and rebuilding of the three connector county roads to the new entrance of Hidden Falls off of Bell Road.

1.

Bell Road has had major repair work in the last 15 years and is in good shape from Richardson Drive to Hubert Road and from Hubert Road.

2.

Hubbard Road to the new entrance to Hidden Falls, the road is narrow, crooked, the two bridges to cross and a steep hill with S turn to turn off to the new entrance area this will need major work.

3.

Cramer Road is narrow, crooked and In need of repair since it will be the most used. Lonestar Road is also narrow, crooked and has three sharp excessive turns. One turn is a 90 degrees right turn.

All three of these turns are a problem if two truck and trailers meet there.

There are many local ranchers hauling in and out of these roads let alone the traffic that the park will bring into the area.

All three of these roads have weak base structures and with the traffic you are talking about having, these roads will deteriorate quickly and require major maintenance repairs, and upgrades. How much money will the county have set aside for all of this infrastructure repair. Is this tax payers money or will the park generate money to cover this?

4.

How much money is the Hidden Falls expansion project going to cost?

I understand you have purchased the property already so all of our concerns will probably be ignored, but we hope our county will stand with their citizens and take into consideration, traffic and road maintenance and costs.

Unfortunately we have seen in the past how visiting patrons have blocked the roads with no regard to safety.

Thank you

Livingston Grading and Paving, Inc.

[Sent from Yahoo Mail for iPhone](#)

From: Louis Salatino <salatinolou@gmail.com>
Sent: Monday, May 18, 2020 4:14 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls Project

Please review the following letter.

Lou Salatino

Date: May 18, 2020

To: Community Development Resource Agency, Placer County Board of Supervisors, Planning Commission, and Parks Division

From: Lou and Carol Salatino; 10111 Ranch Rd., Auburn CA 95602

Regarding: Hidden Falls Regional Park Trails Expansion DSEIR

As a 30-year resident of North Auburn and member of Protect Rural Placer, I am writing to you today to refute the above referenced document. This DSEIR, as with the previous HFRP EIR, makes weak assumptions and does not take into consideration the following concerns.

After listening to the planning commission meeting the other night, it became apparent that there are several flaws, or shortcomings, in the DSEIR that has been drafted. I realize that much time, energy and money has been spent to 'preserve' the area and make it open to the public for enjoyment, however, there are several concerns that should be addressed before the public is invited to come in on a 7 day a week basis.

- Concern one seems to be the ignoring of safety – not only for all people involved, but also for the local wildlife.
- Traffic not being a problem is another concern. When you base your 'studies' on number of accidents that occur on a certain road, it did not take into consideration that the reason there are not so many accidents is precisely because the road is 'less traveled' and used by local residents who are very aware of the twists and turns the roads make. Also, aware of local wildlife that traverse these roads, day and night. To many of us, the EIR report basically lies that there will be 'no significant' impact for traffic!!
- Safety for wildfires and quick evacuation of residents is a high priority concern
- Concern for the water table – all people in the area depend on their wells for water, to think that you will fill large water tanks with this precious water, and use it for drinking/restrooms brings the concern of our wells going dry
- Noise – helicopters coming to patrol, cars and people noise disturb not only local residents, but wildlife as well; our area has proof of mountain lions, bobcats, bear and many other animals that are quickly diminishing. State and Federal Agencies need to be involved in this review.

In short, there are many aspects EIR that should be given more time to review, after all – it took over 18 months for it to be compiled, there should be at least that much time for it to be reviewed carefully by residents, state and federal agencies and other concerned and knowledgeable people.

Please consider leaving things as they are at present and reject this new expansion.

Keep only decent led hikes and no public access more than 3 times a week. Let our area 'grow' into the need for this project – say 20 – 30 years from now. People can enjoy the many parks and trails that are already available (which are massive) and spare the time, energy and money that would be put into making the Hidden Falls Expansion a 'must do now' priority.

AS the song goes – let's NOT "Pave Paradise to make a Parking LOT"!

Concerned residents,

Louis and Carol Salatino

Please include my letter as part of the public comment permanent record.

From: Louis Salatino <salatinolou@gmail.com>
Sent: Sunday, July 26, 2020 5:43 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls

Attached you will find our letter concerning the budget approval of the Hidden Falls Project.

Lou Salatino

To: Placer County Supervisors

From: Louis & Carol Salatino, *Protect Rural Placer*

10111 Ranch Rd., Auburn, CA 95602

Date: July 27, 2020

Re: Agenda item regarding the request for approval for a Second Amendment of AECOM's contract for Technical Services to complete the Hidden Falls Regional Park SEIR. Request for \$73,300 plus \$10,000 additional as needed.

Enough is enough already! You are the only protectors of our tax dollars in ensuring that they are spent wisely specifically in these perilous times where the steady income of those funds is no longer consistent due to the COVID 19 shutdowns. You need to slow down and table all discussions about a pipedream that does not benefit the community of Placer County citizens as a whole. Throwing more dollars away is like spitting into the wind. It will come back to bite us!

Please explain how this action meets the current needs of Placer County citizens when the health & safety of our neighbors is in jeopardy. These are "sacred" funds with which you have been entrusted to spend wisely and not be used capriciously to satisfy the agenda and legacy of any particular supervisor or parks manager.

Among our concerns are the following:

- If it is a funded project in the DPW Budget, as stated in the 7/28/20 agenda, then we ask for full transparency and that this budget information be provided to us.
- Ongoing expenses beyond the acquisition of the property for water & buildings.
- Affect of the proposed wells on neighboring property's water cisterns.
- Traffic increases on dangerous small roads not equipped to handle the increased load & costs involved in mitigating those changes that will be necessary to make them safe.
- What will be the effect of business closures on those county funds generated by tax dollars after the effects of COVID 19 are finally analyzed.

Thank you for your thoughtful consideration of our concerns. We look forward to being able to address these in person after "normalcy" returns to our Nation and State.

Sincerely,

Louis & Carol Salatino

From: Mary Kuehne <teacher.mary@live.com>
Sent: Wednesday, May 20, 2020 1:04 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] No on Hidden Falls Expansion

February 18, 2020 it finally happened. Of course it was just a matter of time. It had happened to many of our neighbors. The dreaded letter in the mail: PROPERTY INSURANCE NOTICE OF NONRENEWAL. The reason, "the insured structure is located in an area where there is a LIKELIHOOD that a wildfire emergency could occur". Notice the word LIKELIHOOD, not possibility or may occur, it states very clearly that there is a likelihood. We live in the Auburn Valley community which is 3.7 miles from the current Hidden Falls Recreation Area and a stone's throw from one of the proposed access points in the Hidden Falls expansion project (Auburn Valley Road).

After many calls to a variety of insurance agencies all with the same results, we can not insure you due to your location, we have landed upon the California Fair Plan which will provide fire insurance at a rate 3X our previous policy. And our Placer County Supervisors want to add an additional 2,765 acres to Hidden Falls adding to an already high risk wildfire area. It baffles the mind that this is even a consideration. Are none of our Supervisors aware of what happened in Paradise? Have they not seen the haunting images of devastation of property and, worse, the loss of life? Congratulations Placer County Supervisors, you will have the legacy of expanding the beautiful Hidden Falls Park. Hope your conscience isn't bothered when the next big California wildfire with catastrophic loss of property and life happens right here as a result of your decision today.

Do NOT go through with the Hidden Falls Expansion .

Mary and Dale Kuehne
Auburn Valley

Sent from my iPad

From: Mary Sartori <marysartori@gmail.com>

Sent: Monday, May 18, 2020 12:15 PM

To: Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; Todd Leopold <TLeopold@placer.ca.gov>

Subject: [EXTERNAL] Concerns regarding HFRP

Hello,

Please see attached correspondence for the HFRP.

Thank you!

Mary Sartori

Realtor

CA BRE# 01305684

eXp Realty of California, Inc.

Auburn, CA 95603

Phone/Text: (530) 333-5925

www.MarySartori.com

May 17, 2020

Dear County Supervisors,

I live near the intersection of Cramer Road and Bell Road. I frequently travel those roadways and as such believe I have vital, personal observable knowledge to share with you.

After review of the EIR for the HFRP, I have several concerns. Traffic has significantly increase since the 2016 study that was used for this report as evidenced by the fatal car collisions in the last 2 years in that exact stretch of highway between Lorenson and Lone Star Road that I was unfortunate enough to have seen the aftermath of. Even though the state has a plan to try to mitigate that situation, the project has not been fully approved and funded as of yet so there is no guarantee that it will be addressed and taken care of. In light of the current Covid-19 situation, the state budget has gotten even tighter and the likelihood of the project being completed is questionable.

It is absolutely irresponsible to move forward with this project before a solution has been found to mitigate the dangerous, fatal turn from Hwy 49 to Cramer.

Secondly, I have grave concern regarding the increased traffic on Cramer Road. As it stands, I am on constant look out for oncoming cars on Cramer Road. On many occasions, I have been nearly run off the road when oncoming cars are traveling down the middle of the road. Also, there are no less than 4 blind curves that cause concern as well. The road is not even wide enough for a yellow line and yet, you propose to send trucks pulling horse trailers on a collision course down Cramer Road head-on into each other. I find this to be very irresponsible on your part.

It is necessary to find a safe solution to the increased traffic that will flow along Cramer Road before moving forward with this project.

Respectfully,

Mary Sartori
5700 Cinderella Ln
Auburn, CA 95602

From: Nicole A <nicallaoui@gmail.com>
Sent: Monday, July 27, 2020 1:35 PM
To: Megan Wood <MWood@placer.ca.gov>
Cc: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls Agenda 7/28/20

Good afternoon,

I am a new resident in Placer County. My family and I recently purchased a home in Auburn Valley and I would like to respond to the Hidden Falls budget.

As a new resident, I'd like to share with you my experience coming to this area:

As a result of Covid, my family is remote. Work and school are available through internet only and where we live, some neighbors have access to internet, but we do not. Satellite is available, but is unreliable. We have been using hotspots as much as our phone plans can muster, but should we have to buy a data plan through Verizon for 100gb, it would be \$700/month, which no person would do. I'm sure we are not alone in our experience. It would be beneficial to hear of changes coming to the community that adapt to a new way of life.

My property is also the gatekeeper to the Harvego reserve. When I purchased this property, our easements in title do not permit the public or county access through my property. It is my understanding the county is requesting additional funds for the Hidden Falls budget, but there already has been hundreds of thousands of dollars spent on a project that I don't believe would work legally nor does it protect its residents. It is of my opinion to not increase this budget item because the project is not a reflection of the well being of its residents.

Please use our tax dollars responsibly by making sure the changes that are happening in our world are met with a safe and viable place to live. Please protect our dollars with projects that are respectful of its residents.

Thank you for your time,
Nicole Allaoui

From: Patrick Ferreira <patrick@robinsonsg.com>
Sent: Wednesday, May 20, 2020 9:59 AM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] The Hidden Falls Trails Expansion SDEIR

Good Morning. I have attached my letter addressing the Hidden Falls Trails Expansion SDEIR. Please make part of your permanent record

--

Patrick M. Ferreira
Robinson Sand & Gravel
(530) 885-5623

May 19, 2020

Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn CA 95603
BOS@placer.ca.gov

Re: Hidden Falls Regional Park Trails Expansion DSEIR

As a lifetime resident of North Auburn, I am writing to you today to refute the above referenced document. This DSEIR, as with the previous HFRP EIR, makes weak assumptions and does not take into consideration the full impact that this project will have upon the residents, roads, environment, habitat, agriculture, and fire danger of the nearby community. Specific issues raised are:

- The current use of NO PARKING signs on Mt Vernon Road placed randomly for one mile on either side of Mears and on both sides of the road is an eyesore, and in places, laughable. Some are placed where there is no shoulder and steep 1:1 banks or downslopes. There would be no place to park but in the lane. Is this the plan to control parking if future entrances were opened?
- The portable message board is another unwanted, unsightly, regular appearance for locals to have to put up with. Is this going to be the way you would announce park conditions at proposed future entrances and roadways?
- With both the message board and NO PARKING signs, guests that arrive prior to their reservation, or with no reservation, continue to abuse the private driveways, and areas just outside of the Mears entrance, blocking roadways, and private access gates. What is the proposed action to prevent this in the future?
- Appendix A: Talks about permitting private property owners to allow parking and access through private gates. Homeowners don't have policing authority to enforce park hours. How will park users that don't return on time be handled? Is this going to add additional workload on our existing Sheriff's Department?
- We have been told that horse boarding, and concessions have been removed from the expansion plans. On Page 7 of Appendix A, they seem to still be included. What is the truth?
- I see no mention of how the possible expansion would affect existing wildlife. No mention of the wild turkeys, coyotes, deer, quail, raptors, or mountain lions. It is a known fact that human presence affects the natural balance of the ecosystem. IF the expansion project is approved, how will these be mitigated.

In closing, I would ask you to consider the devastating effects this park has already had on our rural community and landscape, and ask you to please listen to the people of our community. **Remember, public access does NOT equal conservation.**

Patrick M Ferreira, Homeowner
4605 / 4609 Bell Road
Auburn CA 95602

May 19, 2020

Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn CA 95603
BOS@placer.ca.gov

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Patrick M Ferreira, Homeowner
4605 / 4609 Bell Road 
Auburn CA 95602

PATRICK M FERREIRA
PO Box 7972
Auburn CA 95604

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Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn CA 95603

95603-454355



May 19, 2020

Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn CA 95603
BOS@placer.ca.gov

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Patrick M Ferreira, Homeowner
4605 / 4609 Bell Road 
Auburn CA 95602

PATRICK M FERREIRA
PO Box 7972
Auburn CA 95604

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MAILED FROM ZIP CODE 95603

Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn CA 95603

95603-454355



From: Paul A. Stokstad <s.stokstad@icloud.com>

Sent: Wednesday, May 20, 2020 12:45 PM

To: Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; Sue Colbert <SColbert@placer.ca.gov>

Subject: [EXTERNAL] Opposition to development of Hidden Falls Recreation

To: The County Resource Development Agency, Environmental Coordination Services

Placer County Board of Supervisors

Placer County Planning Commission

We are Paul and Shelley Stokstad and we have resided for 17+ years at 8800 Country Club Lane, Auburn, California, and have been Placer County residents for over thirty years. We would like to write in opposition to the opening of the proposed accesses to and expansion of the Hidden Falls Recreational area.

Realizing that you have heard many reasons for and against this proposal, yet I would like to emphasize one in particular and that is the condition of the roads proposed as access: Bell Road between Cramer Road and Lone Star Road, and then Cramer Road between Bell Road and Hwy 49.

I/Paul drive one of these two routes daily and frequently I have had to pull far right on the road to avoid a car coming around a blind corner. And since the "shoulder" is just a ditch, going off the road would require a tow. I should also mention the cyclists who attempt to share a road that is not designed for two vehicles, let alone no painted lane stripe to designate a "shoulder". Practically speaking, we cannot imagine pickup trucks with 30' horse trailers continuously navigating these roads safely, plus cycle and our neighbors who walk the road for exercise.

Most of us have moved to this area for the peace and quiet of "country life". We trust you will allow us to maintain this environment and vote against the proposition.

Thank you.

Property owner's in favor of keeping Placer County rural --

Paul & Shelley Stokstad

530-269-1316

8800 Country Club Lane

Auburn, CA 95602

-----Original Message-----

From: rick couvrette <capt2512@yahoo.com>

Sent: Saturday, May 16, 2020 9:15 AM

To: Sue Colbert <SColbert@placer.ca.gov>; Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>

Cc: jawurst@yahoo.com; bruud@ssctv.net

Subject: [EXTERNAL] response to SDEIR concerning Hidden Falls expansion

This is difficult for me as I am not blessed with the ability to write or give big speeches. However this Park expansion is so miss guided I am compelled to ignore my fears and stand up and say something. A big thank you to my neighbors and friends that have encouraged me to do so.

I have attached some of my observations concerning the SDEIR in relation to the Expansion of Hidden falls Park.

Feel free to contact me concerning this subject.

Thank You

Rick Couvrette

Saturday, May 16, 2020

To: Community Development Resource Agency, Placer County Board Of Supervisors, Planning Commission, And Parks Division

From: Rick Couvrette. 10025 Hubbard Rd, Mailing Address 4722 Bell Rd, Auburn CA 95602
CELL # 530-906-4399

Emergency Service Responses to HFRP

1. Based on emergency services provided to the existing HFRP, an expansion of the current area would DEFINITELY increase needs for emergency service responses.
2. Currently there are up to 30 calls per month to the existing park. This is Fire/rescue only.
3. How often do Placer County Sheriff's officers and CHP officers respond to the current park?
4. The sometimes-mentioned idea that if a PCSO response to HFRP is not documented, there must not have been an incident. This is a purposeful miss representation of what really happens.

5. It is any agency's job to efficiently mitigate any call for service. In many situations, being efficient means not writing extensive reports for an event that was cleared up verbally.
6. These interactions and emergency responses take time away from other duties and/or availability at the time the Deputy or Fire/EMS are mitigating a complaint /emergency.
7. There is a significant use of emergency resources to this park now, THIS IS A FACT, so why would this not proportionately increase with added ports of entry and more people and animals in the expanded park area?
8. This park expansion is a potential significant drain on local emergency response agencies!

Fiscal Impacts

1. What is the source of funds to pay for these increased service calls?
2. It is a FACT that Placer County in the not so distant past has suggested a reduction of personnel at Station 180 would be necessary because of budget issues.
3. What has changed so much that Placer County now feels it can afford to staff yet another Fire Apparatus unit, a Light Rescue Vehicle (LRV), for the purpose of responding to the park?
4. It must be remembered you cannot budget for extra services based on a high point in the economy since these services are still required when the economy is poor. In other words is the budgeting for extra services permanent?
5. Is this LRV unit staffed year round? Remember fire is rarely why resources are dispatched to the Park and responses are year round.
6. Don't forget fire is probably one of the most devastating potentials within the park.
7. Is the proposed added LRV unit to be staffed when personnel are on other calls?
8. The proposal of another small unit is a VERY significant cost if it is staffed. Or, is this just another vehicle in the barn for current personnel to respond in IF there is a specific need.
9. The point here is an extra vehicle is of no use if it is not staffed.
10. It is my understanding the response area that the park is in is already very busy.
11. How is adding to the call volume not a significant impact on local services?

Local Fire History

1. Because the Consultant deems fire history in the proposed park footprint insignificant does not mean fire history is not significant in the general area!
2. Fire history is much underrepresented in the study. There have been significant fires with significant losses very near the park; these fires just weren't in the park footprint.
3. Examples would be the - Gladding Fire, The 49 Fire and the Fawn Hill Fire, just to mention the very local examples.
4. There are significant fires like this every summer throughout Northern California.
5. The common denominator in most of these fires is the weather and fuel conditions.
6. These weather and fuel conditions exist within the proposed park and surrounding properties pretty much every summer, and sometimes for days or weeks at a time. These conditions are considered extreme.
7. THIS IS NOT UNAVAILABLE INFORMATION. CAL FIRE recommends that up to 95% of all fires are caused by humans or human technology.
8. By having human occupancy increased dramatically in this area, the potential for fire starts increases dramatically.
9. Therefore, fuel + weather + topography + significant fire history in the area + significant increase in population/ignition possibilities = a significant increase of catastrophic fire potential. This is a seriously understated portion of the study.
10. What about the FACT that a significant portion of all the residents in the area have had insurance cancelations. How can the SDEIR and even worse Placer County itself ignore the FACT the insurance industry is not comfortable with fire risk in the study area!

Emergency Evacuation

1. Emergency evacuation is much underrepresented in the study.
2. Bell Road and its connectors do not have passable shoulders.
3. The potential to overload the vehicle capacity for Bell Rd, Cramer Rd and Lone Star Rd has been demonstrated numerous times in the past, with the most recent being during the 49 Fire.
4. During the 49 FIRE Bell Road was impassable. Not only was evacuation not possible, emergency services would have not been able to respond to anywhere near the Twilight Ride entrance or the Auburn Valley entrance, or any other point off of Bell RD.
5. It should also be noted that with 40 vehicles pulling trailers and 100 other vehicles all exiting at one time, this alone would most likely prevent effective

evacuation or response in to an incident in the CRAMER ROAD- LONE STAR ROAD AND BELL RD areas. None of this is mentioned in the SDEIR.

6. The SDEIR also doesn't mention the significant population these roads serve, nor does it mention Auburn Valley and the wineries that have times of higher occupancy.
7. This is a very significant issue because evacuation for wildfires is immediate and not debatable.
8. This is the nightmare of actual wild land interface issues that already exist in this area without a park expansion.
9. The issue of evacuation of fire-prone areas is increasingly becoming a proven and often unavoidable problem throughout Northern California with no immediate cure in sight.
10. It would be irresponsible of Placer County to add to an already dangerous and proven problem.

Grants and Funding

1. It has been suggested that application for grants and other funding is in progress to mitigate park brush clearing and infrastructure building within the park, and possibly for improving roads.
2. These funding mechanisms, however, are NOT guaranteed in the study. If the park is approved and funding does not materialize, what measures or guidelines would be guaranteed to prevent the expansion from happening in an irresponsible manner?
3. Are we guaranteed the park will be kept in safe condition, and is this budgeted?
4. The park would not go away in slow economic times. Proposed clearing and mitigations, however, need to be maintained. Grants do not provide long term funding!

As a lifetime Placer County resident I am shocked at the misleading tactics that are being used to advance this Park project.

This whole process has been an embarrassing display of manipulation or omission of facts concerning Environmental and local Citizen Impacts this park will produce.

The use of a Private company to produce a grossly inadequate SDEIR document is flat out irresponsible.

My wife Miki and I do not support this park as proposed because it is a significant liability Placer County is not prepared to handle.

We would however be much more receptive of a proposal that included fully supervised tours of the preserved lands. This would not only be safer for everybody involved it could be very educational and maybe we could even encourage a new generation of farmers and ranchers.

As ranchers in this area we feel pressured to not continue this tradition based on the lack of support from Placer County. We hope this attitude can change so future generations can feel welcome to continue this Placer County tradition. There can be room for agriculture and growth if Placer County chooses.

Rick and Miki Couvrette

The Couvrette Ranch

Protect Rural Placer County!

From: bnntt978@aol.com <bnntt978@aol.com>
Sent: Wednesday, September 9, 2020 1:20 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Cc: dianecrew@mac.com
Subject: [EXTERNAL] Hidden Falls Expansion.

Okay, I will try to be polite here and hope you will understand where the folks from Auburn are coming from when we are dead set against something as disastrous as the Hidden Falls Expansion. If this project goes through the cost in quality of life to every resident within 10 miles will be deeply affected. It is not that we wouldn't love to have this beautiful recreation area available to the public, it is the recklessness and irresponsibility to which the proposed plan is designed. The scale of this proposal is one that should be placed in vast open spaces - which are available, not down everyone's back yard and through residential areas destroying our serenity we chose to live in AUBURN for.

Now let's get to the real threat!!! Blood will be on the Board of supervisors hands, Park's & Rec's and the Placer Land Trust's hands should a disaster like a wild fire break out in the area, and the trash that is attracted to such proposed attractions (HFE) including Rif Raff, crime and environmental destruction.

In my mind, Government is supposed to be for the People by the People, not Government for themselves, help me understand where our elected representatives are Serving other entities rather than constituents they are supposed to serve. Look what has become of the Mears Rd. catastrophe and do you not think the same thing will happen by opening up more area. Take one moment to reflect on your street you reside on and imagine how pleasant your living condition would be with 100 + cars per day driving on your street every single day...Or can't any of you give a Rat's rear end about the people you are supposed to represent. Realize that the majority of people that will be blazing through our neighborhoods live outside of the area - not even in the district you are supposed to represent.

Please re-evaluate the oath of office you all took and consider the effects your decisions will have on the well being of the residence you were elected to represent.

Sincerely,

Robert Bennett

From: bnntt978@aol.com <bnntt978@aol.com>
Sent: Wednesday, September 9, 2020 1:20 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Cc: dianecrew@mac.com
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Sincerely,

Robert Bennett

From: Robert Haufler <rjhauf@gmail.com>
Sent: Thursday, May 14, 2020 9:09 AM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls trail expansion

Dear Placer County Board of Supervisors,

I support the Hidden Falls Trail Expansion Project because cycling was a way for me to bond with my father growing up and I hope to share the same experiences with my son on the new expanded trails.

I live in Sacramento, but we would make the trip regularly to stay the day or weekend to travel in town and have a nice local holiday while exploring the trails. I am really excited about this opportunity and hope it happens.

Please let me know if you need any help as I am also willing to volunteer to help out in any way possible.

Best wishes,
Robert Haufler

Sacramento, Ca

-----Original Message-----

From: Robert Mantz <bobmantz@me.com>
Sent: Tuesday, May 19, 2020 8:16 AM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Cc: Jane Wurst <jawurst@yahoo.com>
Subject: [EXTERNAL] Hidden Falls - Draft SEIR Comments

Please see attached letter with comments on the Hidden Falls Draft SEIR.

- Bob Mantz
6715 Niblick Ct.
Auburn, CA 95602

530.269.1802

Date: May 18, 2020

To: Community Development Resource Agency, Placer County Board of Supervisors,
Planning Commission, and Parks Division

From: Bob Mantz, 6715 Niblick Ct., Auburn

Regarding: Hidden Falls Regional Park (HFRP) Trails Expansion Draft SEIR

As a resident of North Auburn, I am writing to you to express my concerns about the above referenced document. This Draft SEIR, as with the previous HFRP EIR, makes weak assumptions and does not take into consideration the full impact that this project will have upon the residents, roads, and fire danger of the nearby community.

1. What was the urgency to hold the Planning Commission "public hearing" (via remote video) on May 14th when the release of the Draft SEIR was delayed several times over the past two years? The expansion of a regional park is not "essential business" as it pertains to our immediate health during a global pandemic. The audio technology employed for this "remote call-in-only" was so poor that much of the audio resulted in "undiscernible" closed captioning and court reporting text capture. Furthermore, the Planning Commission is questioning why they will not be reviewing and approving the modified Conditional Use Permit (CUP). It is obvious Placer County Parks Planning staff is charging ahead, checking the boxes and ignoring the risks of this Project.
2. In my neighborhood, our residents are opposed to Placer County planning to use under-improved private roads and driveways through the Auburn Valley community to access the Harvego Bear River Preserve. Placer County Park

Planning staff have incorrectly claimed they have unrestricted easement rights to these private roads. There will be many legal challenges ahead for the County if they continue to claim the County has easement rights to these roads.

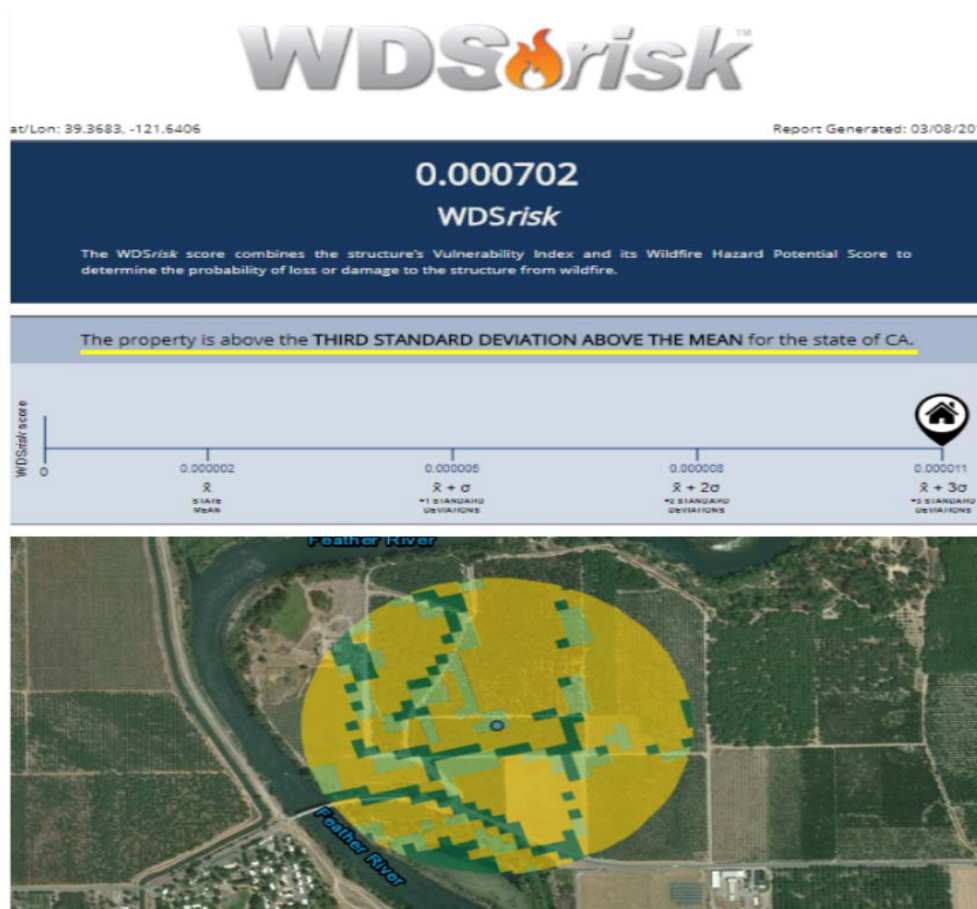
3. We believe the hundreds of miles of existing trails in Placer County and El Dorado County are sufficient for recreation and there is not a need for expansion to Harvego Bear River Preserve.
4. Expansion of Hidden Falls significantly increases the risk of wildfires caused by careless hikers, bikers and equestrians. The insurance industry actuaries & underwriters have calculated the risk of a wildfire¹ and have either canceled homeowners insurance policies or raised rates over 400%! ... directly related to the wildfire risk that Hidden Falls creates. Placing “NO SMOKING” signs at the entrance to the park will not mitigate the wildfire risk associated with careless hikers, bikers and equestrians. Placer County has not “mitigated” the risk of a wildfire! ... the risk of a wildfire is not “less than significant” ... the fire risk is critically “more than significant” when you calculate the probability of large numbers of potentially careless people in a remote setting, unsupervised. When our homeowners insurance rates go down, I will start to believe that the risk of a wildfire is “less than significant”.
5. In the event of a wildfire that originates in the Harvego Bear River Preserve, the access roads are grossly insufficient to permit incoming fire equipment and evacuating residents, hikers, bikers and equestrian (with large horse trailers). The Draft SEIR has negligently miscalculated the ability of ingress and egress during the conditions related to a wildfire emanating from the Regional Park.
6. We are willing to share the Harvego Bear River Preserve with the residents of Placer County and other surrounding counties. For the last ten years there have been docent led hikes on land that Placer Land Trust has been preserving. These docent led activities happen periodically and are small groups of about 25 people. We believe these docent led activities are the only way to preserve the balance of nature, agriculture and recreation ... and keep our families, homes, property, roads, and community safe and secure. Expanding Hidden Falls Regional Park to the Harvego Bear River Preserve, with large numbers of unsupervised public, accessing the park 365 days a year, significantly increases the probability that a wildfire will occur.
7. Should the expansion of the Hidden Falls Regional Park to the Harvego Bear River Preserve Project be approved, we will use all legal recourse to hold Placer County supervisors and planning staff personally accountable for loss of life and property should a wildfire occur in the Hidden Falls Regional Park and the Harvego Bear River Preserve, regardless of whatever indemnity the County may provide to government officials.

Based upon the poor assumptions the Draft SEIR has made to mitigate the environmental impact and wildfire risks to our communities, I request that you reject this project ... but continue to support Placer Land Trust's conservation efforts and decent led hikes of small groups to the Harvego Bear River Preserve.

Please include my letter as part of the public comment permanent record.

Thank you,
Bob Mantz

- 1 The insurance actuaries and underwriters have calculate the wildfire risks associated with Hidden Falls to be three standard deviations above the mean. Translated, this means there is a 99.7% chance of a wildfire as a result of Hidden Falls. The picture below is an example of how actuaries and underwriters calculate wildfire risk. For more information about wildfire risks, see https://wildfire-defense.com/wds_risk.html



From: Sabrina Nash <sabrina.nash@ymail.com>
Sent: Monday, May 18, 2020 2:13 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls Regional Park Trails Expansion DSEIR

Date: May 18, 2020

To: Community Development Resource Agency, Placer County Board of Supervisors,
Planning Commission, and Parks Division

From: Sabrina & David Nash
6770 Estates Court, Auburn CA 95602

Regarding: Hidden Falls Regional Park Trails Expansion DSEIR

As new residents of North Auburn/Auburn Valley, I am writing to you today to refute the above referenced document. This DSEIR, as with the previous HFRP EIR, makes weak assumptions and does not take into consideration the full impact that this project will have upon the residents, roads, environment, habitat, agriculture, security, and fire danger of the nearby community. Specific issues raised are:

Wildfire and Wildlife:

- We purchased our home during fire season in 2019 and paid very expensive homeowners premiums. This project will increase our fire hazard rating and result in rising costs of premiums and narrow our insurance carrier options if we are cancelled.
- We are one of a handful of homes that are at the very end of the roadway in Auburn Valley. When a wildfire occurs, we have only ONE WAY OUT. Even one more car will delay our escape. With a proposed 570+ more cars using the access to Hidden Falls/Harvego Parking Lot, this impact feels like a death sentence.
- Included in the disclosures upon the sale of our home was an entry specifying that our home is located in an area with protected species, habitats as outlined in the Placer County Conservation Plan/NCCP / HCP Phase I. The DSEIR does not address the potential effects of any protected species or habitats.

Transportation and Circulation:

- The three roads that we use to access our home are all narrow, winding and have blind turns. It took us several months of daily driving to navigate them with any amount of confidence. The general public will only access these roads occasionally and will bring inevitable collisions due to unfamiliarity.
- The roads are maintained by our HOA dues and we do not feel that we should be paying for the public's use.

Noise, Privacy and Security:

- One of the proposed access points to the expansion project is literally in our backyard. The traffic to the golf course and to Harvego cattle ranch is already heavy and noisy (especially on the weekends). The introduction of hundreds of more cars/trucks/trailers is unthinkable - not only can we hear them - we can SEE them as the backyard is not fenced.
- We experience trespassers on a daily basis as they fish our private pond. This would introduce many more calls to the sheriffs office for remediation
- When an incident occurs due to the public being on and around our property, what kind of public protection and security will there be for the residents of Auburn Valley?
- When the public litters on our private roads and yards, who will be held responsible and pay for the clean up?

Based upon the information in the DSEIR, the assumptions it has made, and the negative impacts to the very communities who were not included in any of the 15-year planning, I request that you reject this project.

Please include my letter as part of the public comment permanent record.

Thank you,
Sabrina & David Nash

-----Original Message-----

From: Sandy Slaton <sandyslaton530@gmail.com>

Sent: Sunday, September 6, 2020 2:09 PM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>

Subject: [EXTERNAL] Hidden Falls

We are so disappointed that the Hidden Falls Project is still an issue when it is clear that the project expansion is a definite wildfire risk to all. There was never an intent for the local road access area to support the number of vehicles and guests anticipated. The roads are narrow and dangerous and never were intended for heavy traffic including horse trailers. The local residents are appalled at how our rural lifestyles are put in jeopardy. Please do not continue this project.

Sandy and Frank Slaton

6409 Caddie Ct.

Auburn, CA 95602

From: Sheryl Wilson <sherylwilson61@gmail.com>
Sent: Friday, September 4, 2020 6:48 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL]

I am opposed to Placer County proceeding with the Hidden Falls plans at this time.

Sheryl Wilson

May 10, 2020

To Whom It May concern;

It is unthinkable that our Leaders in Placer County, agreed to pay thousands of their taxpayers money on expanding this unnecessary project "Hidden Falls". What were they thinking? (no common sense)!!!!

It is fine to protect some of our rural areas for future happiness and a quite place to live restoring the past history, but adding hundreds of people to crawl all over property owners land to entertain themselves? why? and my biggest problem is the cost of all the road improvements that will have to be done? another problem for the local taxpayer?. The problems that have been created at the current spot of Hiden Falls should tell the story.

All of the roads leading into this new idea are narrow, we have driven them for years, When a horse/trailer meet another car, someone has to pull over. The roads that are serving our taxpayers now are disgraceful; drive up to the stop light @ Maudi across from the Fire Station, the road is coming apart. Drive down Auburn/folsom Rd, one traveled by thousands each day a complete mess. Why or why not take care of our current problems??

And people wonder why California is losing taxpayers by the hundreds, I love Newcastle/Auburn/ area but I am sick of what our leaders are doing to us!!!!

Stan and Susie Brown

2520 Flume Lane

Newcastle, Ca.

STANLEY A BROWN
DELLA S BROWN
2520 FLUME LANE
NEWCASTLE, CA 958

SECRET
100-457
DE 100-457



849400430155432



FOREVER

Placer County Board of Supervisors
175 Jewell Avenue
Auburn, Calif. 95603

Attn: Hidden Falls

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[illegible]

May 10, 2020

To Whom It May concern;

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And people wonder why California is losing taxpayers by the hundreds, I love Newcastle/Auburn/ area but I am sick of what our leaders are doing to us!!!!

Stan and Susie Brown

2520 Flume Lane

Newcastle, Ca.

STANLEY A BROWN
DELLA S BROWN
2520 FLUME LANE
NEWCASTLE, CA 95658

SACRAMENTO
CA 957
13 MAY 20
PM 11



949400430155432



FOREVER

Placer County Board of Supervisors
175 Fuldweiller Avenue
Auburn, Calif. 95603

Attn: Hidden Lake

95603-454399

Postnet barcode

From: Steve Brown <lineman@zetabroadband.com>

Sent: Sunday, May 17, 2020 7:39 AM

To: Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; Sue Colbert <SColbert@placer.ca.gov>

Cc: 'Jane Wurst' <jawurst@yahoo.com>; thebrownsxv@gmail.com

Subject: [EXTERNAL] Public Comment Re: Hidden Falls expansion

To: Community Development Resource Agency, Placer County Board of Supervisors,
Planning Commission, and Parks Division

From: Steve Brown
5045 Garden Bar Rd. Lincoln, CA 95648

Regarding: Hidden Falls Regional Park Trails Expansion DSEIR

As a longtime resident of Lincoln and member of *Protect Rural Placer*, I am writing to you today to refute the above referenced document. This DSEIR, as with the previous HFRP EIR, makes weak assumptions and does not take into consideration the full impact that this project will have upon the residents, roads, and fire danger of the nearby community. As a longtime resident of Garden Bar Rd., I can tell you that the DSEIR is deficient in traffic assumptions pertaining to Garden Bar Rd. Specifically, the County and Parks Division has sited allowing "classroom size" groups with the current road conditions (with minimal additional signage). When pressed to define "classroom size", we were told groups of 250 people. Allowing groups of any size under current road conditions would be nothing short of negligent, putting the lives of residents and park attendees at great risk for the following reasons:

- Under the current condition, Garden Bar Rd has many blind corners and is extremely narrow at many points (as identified in each of EIR's). Even now, residents passing in opposite directions must often stop and pull off the road in precarious locations in order to allow room for the vehicles to pass. To assume that allowing additional traffic with installation of minimal signage would mitigate this existing danger is absurd.
- The proposed section of Garden Bar Rd. is a radial dead end roadway extending north from Mt. Pleasant Rd. and dead ending nearly 6 miles north near the Bear River. In the event of a fire anywhere north of Mt. Pleasant Rd., Garden Bar Rd. south would be the only viable evacuation route. Even with the current road condition and number of residents, it would likely prove impossible to evacuate residents safely should a fire occur. Introducing park goers to this existing insufficient condition would be negligent, putting all at risk.

Based upon the information in the DSEIR, the assumptions it has made, and the negative impacts to the very communities who were not included in any of the 15-year planning, I request that you reject this project.

Please include my letter as part of the public comment permanent record.

Thank you,

Steve Brown
Garden Bar Rd. Lincoln

From: Steven Dodd <steve530@gmail.com>
Sent: Saturday, June 13, 2020 7:21 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls Trail Expansion Project

Dear Placer County Board of Supervisors,

I support the Hidden Falls Trail Expansion Project. Cycling has been taking off lately with the exercise exemption from stay at home orders and the prevalence of electronic bicycles. This is clogging the usual trails in the area with the large influx of new riders. New trails would be greatly appreciated to spread out the crowds. I grew up in Auburn but I live in Sacramento now. I shop at the bike shops, gas stations, and restaurants in Auburn after riding and I'm sure others do too. This helps the local economy in a time when it is needed most.

Signed,

Steve Dodd

-----Original Message-----

From: Susan Lane <lane.susan@hotmail.com>

Sent: Wednesday, May 20, 2020 4:47 PM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>

Subject: [EXTERNAL] Hidden Falls

May 20,2020

Cornelius and Susan Lane 11380 Lone Star Rd Auburn CA 95602 Sent from my iPhone We are opposed to Hidden Falls Expansion. We moved to Auburn 44 years ago and have lived on Lone Star Rd. 37 years. Amount of traffic has greatly increased and we can see more danger from more traffic with Hidden Falls. Turning in and out of our driveway is dangerous both directions. Highway 49 is like a freeway and we have waited 10-20 minutes to turn out safely.

We were denied insurance after being with the same company for 40years. After 3 months without insurance they reinstated it on a temporary basis. This area is known to be a high fire danger , especially after Paradise , they are reluctant to insure. Hidden Falls decision will have a negative impact on renewing our insurance.

Insurance companies have referenced this as a high fire area. And after Paradise they are more reluctant to insure in this area.

We listened to the Public Hearing and it appears there is a lot more questions to be answered. We appreciate your work so far and hope there will be another opportunity to make our concerns known and hear your answers in person.

Please include my letter as part of the public comment in the permanent record.

Thank you, Susan Lane

From: Susan Pipkin <suemagoo32@yahoo.com>

Sent: Wednesday, May 20, 2020 12:26 PM

To: Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; Sue Colbert <SColbert@placer.ca.gov>

Subject: [EXTERNAL] Regarding: Hidden Falls Regional Park Trails Expansion DSEIR

Please refer to my attached letter of concern and confirm receipt of this letter.

Susan Pipkin

"Every day we live, there's a chance to give; every time we speak, there's a chance for peace".

May 20, 2020

To: Community Development Resource Agency, Placer County Board of Supervisors,
Planning Commission, and Parks Division

From: Byron Pipkin and Susan Pipkin
9855 Spyglass Circle, Auburn, CA 95602

Regarding: Hidden Falls Regional Park Trails Expansion DSEIR

As longtime residents of North Auburn/Lincoln and members of *Protect Rural Placer*, I am writing to you today to refute the above referenced document. This DSEIR, as with the previous HFRP EIR, makes weak assumptions and does not take into consideration the full impact that this project will have upon the residents, roads, environment, habitat, agriculture, and fire danger of the nearby community. Specific issues raised are:

WILDFIRE

SECTION 16.0 WILDFIRE

16.2 ENVIRONMENTAL SETTING

- There is no discussion about human behavior with regards to fire safety. The SDEIR makes no correlation between number of visitors and potential for fire ignitions caused by humans. Fails to adequately discuss the percentage of wildland fires caused by human beings or human technology.
- CAL FIRE has repeatedly stated that up to 95% of wildfires are caused by human beings. There is no discussion about this statement within the SDEIR. CAL FIRE/Placer County Fire Division Chief Hudson, at a North Auburn/Ophir Fire Safe Council meeting, has verbally stated "The human element cannot be assessed in determination of potential fire starts." Is this a denial of the correlation between human use of an area and fire starts?
- Reopening of Station 184 (Lone Star) is mentioned but there is no discussion regarding massive costs involved for opening, staffing, equipping and maintaining the station. Why is the cost not addressed in the SDEIR?

16.2.3 WILDFIRE CLASSIFICATION AND BEHAVIOR

- The SDEIR contains no discussion regarding a fire danger rating system and how a fire danger rating will affect dispatch of equipment for initial attack.
- The SDEIR fails to identify and disclose that the HFRP Expansion area has been classified by CAL FIRE as a WILDLAND URBAN INTERFACE, an area with the greatest potential for loss of lives and structures.
- The SDEIR contains no discussion regarding what constitutes red flag conditions.
- The SDEIR contains no discussion regarding Park administrative action, such as closing the Park to visitors, during red flag conditions.
- The SDEIR contains very limited discussion regarding potential rate of spread as influenced by topography, fuels and weather. Rate of spread is concerning as it related to evacuation and the welfare or safety of the community.

16.2.4 FIRE HAZARD SEVERITY ZONES

- The SDEIR contains no discussion or correlation between fire hazard severity levels in the expansion area as those severity levels relate to the manner of interpretation witnessed by PG&E actions and actions of insurance companies.

- PG&E and fire insurance companies regard the area as laden with great risk. PG&E addresses this with planned power outages during red flag conditions. Insurance companies address this with more and more homeowner policy cancellations.

16.4.2 EMERGENCY RESPONSE/EMERGENCY EVACUATION

- An estimated 6,000 residences in proximity to HFRP and the Trails Expansion area could be affected by fire under red flag conditions. During the 49 Fire (August 2009) Bell Road was impassable.
- No evidence or data is provided in the SDEIR giving any information about the number of driveways and side roads along Bell, Cramer and Lone Star and the possible total number of vehicles that could be merging to evacuate all at one time.
- Effective evacuation and emergency vehicle response via Cramer, Bell and Lone Star Roads would be a significant problem as area residents and Park visitor vehicles and horse trailer rigs attempt to exit Twilight Ride or the Harvego parking lots. Evacuation from area wineries and the Auburn Valley golf course would further add to the confusion.
- As seen at the 240 sq. mi. wind-driven 2018 Camp Fire in Paradise, California, when few escape routes exist, there can be chaos, and even loss of life.

16.6 MITIGATION MEASURES

The SDEIR states, “the potential exists for the project to expose people to an uncontrolled wildfire and to exacerbate risk of wildfire during construction, maintenance, and public use of trail system.

The SDEIR fails to provide evidence that the mitigation measures will diminish that increased risk.

- The purchase of a Lightweight Rescue Vehicle (LRV) is noted; cost information for the vehicle and staff is missing and no evidence exists that the LRV can or will reduce incidence of wildfires. What is the actual projected cost of the LRV and annual cost of the staffing that would operate it?
- Missing from the SDEIR is how visitors will be policed for illegal camping, campfires, BBQs, smoking, running dogs off leash, harassing livestock, and myriad similar problems when California Land Management “Rangers” will be the relied upon enforcement group.
- Are multiple “Rangers” on site every day?
- What will be the annual cost of the additional “Rangers”?
- Fuel mitigation, as stated, does not reduce the chance for ignition of fires.
- The SDEIR unjustly appears to speculate that future incidence of wildland fire will correlate with the past 55 years of fire history in the area. There is no correlation because the trail expansion area was privately held land free of visitor impact during most of those years.

OTHER: SIGNIFICANT ITEMS/ISSUES THAT THE SDEIR FAILS TO ADDRESS

- Fire history within the local region, in similar fuel types and with similar topographic features, is not addressed by AECOM in the SDEIR. Three significant fires that exemplify potential are noted:
 1. August 30, 2009: The 49 Fire of southwest winds pushed the fire northeast and consumed 340 acres, 60 homes, 3 businesses, and more.
 2. September 1, 2008: The Gladding Fire was driven by wind burning southeast from its point of origin and consumed 960 acres, 4 residences and many more structures.
 3. 1992: The Fawn Hill Fire another wind-driven fire that burned 250 acres and 11 homes.
- More than 900 miles of trails already exist in Placer County. Funding to maintain these existing trails is in the present problematic.
- With expansion of the HFRP, Placer County creates untold liability by introducing many hundreds, if not thousands, of Park users into a fire-prone area, an area already impacted by fire insurance cancellations and insurance rate increases that are largely attuned to calculated risk.

- The impacted “People” noted in the Placer County Community Wildfire Protection Plan (PCCWPP) are the residents of a rural community living within the confines of the expansion project or on its borders. The Parks Division has identified 6,000 families that are within, adjacent to, or surrounding the Expansion area.

FAILS TO ADDRESS

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- The impacted “People” noted in the Placer County Community Wildfire Protection Plan (PCCWPP) are the residents of a rural community living within the confines of the expansion project or on its borders. The Parks Division has identified 6,000 families that are within, adjacent to, or surrounding the Expansion area.
-

TRANSPORTATION AND CIRCULATION

SECTION 8: TRANSPORTATION AND CIRCULATION

Definition of Rural: Pertaining to country as distinguished from the city or town; rustic. 2. Pertaining to farm or agriculture.

The Hidden Falls Expansion, which is 100% recreational, does not meet any of the criterium defining rural.

- The access roads leading to the proposed expansion parking lots (Garden Bar, Lone Star, Cramer and Bell) are narrow and riddled with blind curves, undulating hills, and limited visibility.
- We have conducted our own survey of Bell, Cramer and Lone Star, and found 73 driveways and off shoot roads that have dangerous entrances and exits. We were careful to only include those (out of hundreds) that had one of the above access dangers.
- Many curves along these roads have signs suggesting 15 MPH because the visibility is less than a car length approaching the entrance from both directions.
- The SDEIR fails to identify and evaluate how increasing vehicle traffic on these rural roads will substantially increase the danger on these roads.

Cramer Road:

- The SDEIR makes reference that Cramer Road has had 3 “reported” incidences (collisions) which puts it above the state average, but fails to indicate that Cramer Road does not have a center line or that traffic safety on this road would be significant. This road does not meet minimum safety standards. If a road does not meet this standard, who is liable in the case of an accident?

Lone Star Road:

- Lone Star Road has a high-volume of traffic due to Auburn Valley residents, AV Country Club, and other residential developments.
- Significant blind curve Southbound SR49 at Lone Star Road.
- Left turn lane from Northbound SR49 onto Lone Star Road is hazardous because of current high traffic volume. If the left turn lane was fully occupied with cars turning left onto Lone Star, the resulting backup of cars would impose a grave danger to other motorists on Northbound SR49.

Bell Road:

- The SDEIR fails to identify that Bell Road, West of Highway 49, will be heavily impacted due to the approval of high density and high traffic generating residential, government and commercial projects.
- Due to the volume of traffic, poor visibility, grade of road, excessive speed of motorists, and for the safety of residents and visitors to the area, a left-hand turn lane into Twilight Ride entrance is absolutely essential with Phase 1 of the parking lot.

Garden Bar Road:

- The SDEIR provides for public access, with only minimal road improvements: added signage for Phase 1A and pullouts for Phase 1B. This demonstrates a lack of regard for the safety of the residents.

Mears Drive:

- Excessive traffic and speeding, with no California Highway Patrol presence.

Volume of Traffic:

- The SDEIR states that the Twilight Ride Parking Lot on Bell Road will generate 600 vehicle trips on a single weekend day. The Harvego Parking Lot which is accessed through Auburn Valley Country Club will generate 573 vehicles. That is 1,173 vehicles in a single weekend day on Bell, Cramer and Lone Star Roads. The impact will be devastating.
- The SDEIR fails to identify all the other sources of traffic to these roads: Wineries, AVCC Golf Course, Event Center and Restaurant, Agri-Tourism events, North Auburn Art Studio Tours.
- The SDEIR fails to identify that traffic safety issues will be compounded by truck and trailer rigs and cyclists. None of these roads have adequate shoulder or bike lanes.
- Based on the Park's Department information two-thirds of the visitors to the current Hidden Falls Regional Park are not from Placer County. This has caused the Mears Road and Mt. Vernon residents to be subjected to vandalism, littering, and increased traffic.
- What will happen with overflow when the parking lots are full? We only have to look at the Mears Road entrance to see what problems they have had and continue to endure.
- The County's solution and mitigation is signage. Will we have to endure "No Parking" signs all along our rural roads and driveways? And what good will they do?
- The SDEIR does not adequately address evacuation in the case of a wildfire. It does not identify and quantify the number of residents egressing and the implications of narrow, winding rural roads being congested and overwhelmed.

Highway 49:

- The SDEIR fails to disclose the traffic collisions and fatalities on SR 49 from Lone Star to Bell Road over the past 10 years. There have been 4 fatalities on this stretch of SR 49 over the last 6 months. The SDEIR fails to identify SR 49 as an extremely dangerous stretch of highway and a significant impact.
- The SDEIR states that, "the project's traffic contribution to the SR 49 /Lone Star and SR/49 intersections is considered to be substantial, but fails to conclude and disclose that this would be a **significant impact**."
- The SDEIR and the County can't count on any safety improvements (proposed roundabouts and center divider) to this section of SR 49 by Caltrans, because the improvements will require extensive studies, analysis, public input, funding and construction, which could be years out.

In closing:

The County has been planning the Hidden Falls Regional Park Expansion since 2005, and has not collaborated with the residents in the affected communities of rural North Auburn and Lincoln.

Based upon the information in the DSEIR, the assumptions it has made, and the negative impacts to the very communities who were not included in any of the 15-year planning, I request that you reject this project.

Please include my letter as part of the public comment permanent record.

Thank you,

Byron Pipkin
Susan Pipkin
Protect Rural Placer

From: Bonnie Anderson <bonbons68@gmail.com>
Sent: Wednesday, May 20, 2020 8:35 AM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Cc: Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>; Sue Colbert <SColbert@placer.ca.gov>; Joshua Huntsinger <JHuntsin@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls Regional Park Access and Expansion Project

Placer County Board of Supervisors,

Please consider the attached the Tahoe Cattlemen's Association letter. The TCA wishes to voice its strong opposition to the Hidden Fall Regional Park Access and Expansion Project. The Tahoe Cattlemen's Association represents livestock operators in Placer and Nevada counties and is the local affiliate of the California Cattlemen's Association which is the state's primary representative of cattle grazers.

Sincerely,

Bonnie Anderson
Tahoe Cattlemen's Association President



TAHOE CATTLEMEN'S ASSOCIATION
REPRESENTING THE STOCKGROWERS OF PLACER AND NEVADA COUNTIES

Post Office Box 1044
Lincoln, CA 95648

May 12, 2020

Placer County Board of Supervisors
175 Fulweiler Avenue
Auburn, CA 95603

Re: ***Hidden Falls Regional Park Access and Expansion Project***

The Tahoe Cattlemen's Association by this letter wishes to voice its strong opposition to the Hidden Fall Regional Park Access and Expansion Project. The Tahoe Cattlemen's Association represents livestock operators in Placer and Nevada counties and is the local affiliate of the California Cattlemen's Association which is the state's primary representative of cattle grazers.

Safety is an everyday concern in the ranching world. Large animals, large equipment, steep hillsides, mud, fire and remoteness make for an environment where danger is always present. The proposed project could greatly increase those risks. Dogs and bicycles around cattle can be problematic, but more pressing concerns relate to mobility, fire and crime. The proposal to expand the Hidden Falls Regional Park appears to call for new access and parking lots off of Bell Road and Garden Bar / Big Hill, and in North Auburn on Curtola Ranch Road which is through Auburn Valley Country Club. The plan calls for a vastly expanded trail system with some sort of management with the Placer Land Trust. It will open up the Harvego Bear River Preserves currently leased to Bruin Ranch to hundreds of hikers, cyclists and equestrians every day.

Our rural Placer County Roads are all too often chip seal on top of red clay and little more than one lane wide.

- Opening the Hidden Falls access off of Mt. Vernon created a nightmare. Mt. Vernon is the primary route between Auburn and the area north of Lincoln. Parking on the sides of the road was addressed by no parking signs, but the load of traffic on that narrow and steep road is unabated and makes pulling a stock trailer on that road very difficult and dangerous.
- Bell Road is narrow with sharp turns and can be hectic when operating a truck and trailer now. Addition of a major parking lots / access facilities welcoming hikers, bikers and amateur equestrians pulling horse trailers is going to be another traffic nightmare.
- Garden Bar / Big Hill and Curtola Ranch roads are not designed for high traffic, or ANY real traffic.
- Gathering cattle off of the Garden Bar area has historically necessitated sending a car ahead of cattle trucks to intercept oncoming vehicles and get them off the road somehow so the trucks can pass.
- The county has historically considered vineyard tasting rooms / entertainment venues as problematic because many of our country roads cannot accommodate two way traffic. The

roads impacted by the proposed project cannot.

Roads have an enhanced importance in fire country. Placer and Nevada counties are fire country. Ranchers, who have historically managed the Hidden Falls area, have a vested interest in fire prevention and are themselves a major source of fuel reduction through grazing. Turning over management to Placer Land Trust or the county itself removes decision making from people whose focus is on preserving the feed and avoiding fire risks. In 2008 the Gladding Fire which started on the PLT's Doty Ravine preserve ran over five miles and burned out half a dozen ranch families.

- The area of the Gladding Fire, from Gladding at Merritt to Fowler at Virginiatown, has some of the best roads and fire equipment access in the county.
- If a fire started on the expanded Hidden Falls preserve use areas off of Garden Bar we would have another Paradise situation where fire fighters would be unable to respond because they would need to allow the one lane road to be used for escape from the area.
- Humans cause most fires. Adding thousands of people into the tinderbox foothill areas with no commensurate increase in fire preparedness is likely to be disastrous.

And, there is the inherent problem of a non-resident (transient) populous coming into a rural, sparsely populated area. As with the American River Parkway, crime invariably increases. Placer County citizens in the areas around the expanded Hidden Falls will be impacted with more traffic, unwelcome strangers having access to their isolated homes, and vastly increased risk of catastrophic fire with no adequate escape routes. And the ranchers of the area, even those not close to the project areas, will be confronted with a load of trucks, cars and bicycles that will make movement through the area very difficult.

In concluding, we would like to emphasize the liability issues faced by the ranching families in the area. Mother cows are very protective of their young; guard dogs are very protective of the animals they protect, and people unfamiliar with livestock occasionally think it is fun to confront livestock. If a biker, hiker, or jogger is injured by a mother cow protecting its young, or a guard dog doing its job, are the area's ranchers going to be sued for damages because of the county's proposed action.

We encourage the Board to reject the proposed project and preserve rural Placer County.

Very truly yours,

Bonnie L. Anderson

Bonnie Anderson, President
Tahoe Cattlemen's Association

cc :
Supervisors and district directors by email

Placer County Board of Supervisors
Hidden Falls Regional Park Access and Expansion Project
5/20/2020, Page 3

Brian Estes, Cal Fire
Josh Huntsinger, Agricultural Commissioner

From: Teresa Muscarella <trmdesigns@yahoo.com>
Sent: Sunday, May 17, 2020 1:26 PM
To: Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Fall expansion

Attached is my response letter to the DSEIR report for the Hidden Falls expansion report. Please include my letter as part of the public comment permanent record.

Thank you,
Teresa and Mike Muscarella

Date: May 16, 2020

To: Community Development Resource Agency, Placer County Board of Supervisors,
Planning Commission, and Parks Division

From: Teresa and Mike Muscarella
11400 Cramer Road
Auburn, CA 95602

Regarding: Hidden Falls Regional Park Trails Expansion DSEIR

As a longtime resident of North Auburn/Lincoln and member of *Protect Rural Placer*, I am writing to you today to refute the above referenced document. This DSEIR, as with the previous HFRP EIR, makes weak assumptions and does not take into consideration the full impact that this project will have upon the residents, roads, environment, habitat, agriculture, and fire danger of the nearby community. Specific issues raised are:

Transportation and Circulation:

When the Twilight Ride parking lot address is entered into google maps the directions given are Hwy 49 to Cramer Road to Bell Road. (this would be directions from anywhere on I80 north and south of Hwy49) Given most people use google maps it is likely that Cramer Road will bear the brunt of the traffic for this park. It will see a weekday increase of 600% according to the DSEIR. Cramer Road is not a safe two-lane road as there is no lane marker. There is also no shoulder or bike lane. The road is full of blind turns, hills, and limited visibility. This road is shared with tractors, pedestrians, delivery trucks, mail carriers, equestrians..etc.. We walk on this road to get our mail, to visit neighbors, to check our fences and livestock, to turn on and off our NID water, to exercise, to live. With increased traffic our daily routines will become much more dangerous and most likely have to drastically change. No more horse riding or jogging on our neighborhood streets. A quick walk to the neighbors or our mailbox becomes a driving excursion. Although we are near the proposed park, we would need to trailer our horses to get there for fear of being hit by vehicle traffic. None of this was covered in the DSEIR.

Two thirds of the visitors will likely be from outside of our county, as is now the case at Hidden Falls, and inexperienced with driving on these tight, rural roads.

How will this be addressed and who will pay for the road improvements? I can foresee the road needing to be widened. Fence, gates and utility poles will need to be relocated, driveway approaches will need to be repaired, new drainage ditches will need to be installed, NID piping will need to be rerouted and hundreds of oak trees will need to be removed. This will drastically change the landscape of our beautiful country road. And who are these changes for? Again, two thirds of the visitors are from outside of our county. Will my taxes increase to pay for this park and the infrastructure? This is a county park which mean county wide taxation for the benefit of non-county visitors.

The intersection of Cramer Road and Hwy 49 is daunting at best but introduce 600 more vehicles including horse trailer rigs in the mix and it becomes out right terrifying! The DSEIR fails to identify Hwy 49 as an extremely dangerous stretch of highway.

Wildfire:

The DSEIR does not adequately address evacuation in the case of a wildfire, It does not identify and quantify the number of residents egressing and the implications of the narrow, winding rural roads being congested and overwhelmed. It also fails to mention the homeowner's insurance policies that will in all likelihood go up because of the close proximity to a public park.

Agriculture and Environment:

I am a farmer who sells quality organic produce. I am concerned that the pollution generated with the huge increase in traffic will impact the quality of my produce and the nutrients in my soil. I am also concerned for our local creeks, ponds and waterways. Pollution generated from automobiles is America's biggest carbon dioxide source. According to the EPA one gallon of gas creates 20 pounds of CO₂! This pollutant not only goes into our atmosphere it also settles into our waterways, fields, pastures, and even makes it into our homes. Let's do some math: one car driving the 2 miles from Hwy 49 to the proposed park at 28 miles per gallon will emit 1.4 pounds of CO₂. 600 cars will emit 857 pounds!

We have an abundance of native wildlife all of whom may be affected by this increase of pollution. Otters, tortoises, mountain lions, coyote, geese, foxes, deer, birds, amphibians and even fish all rely on our planet's natural resources. Some of these animals are listed as threatened under the endangered species act. These animals also rely on the pond and the land that will be paved over to build the proposed parking lot.

The proposed land is currently zoned agriculture and is used as grazing ground by several local cattle ranchers. They pay for this right and it helps keep the grasses to a minimum reducing the threaten of fire. A win/win situation for us all. The ranchers have been using this land for years. If the zoning is changed and a park is erected what happens to our local ranchers? Our locally sourced beef? Our natural fire prevention? I understand that goats can be brought in to manage the weed control but at whose expense.

Hydrology:

The water source in this area is provided by inground wells. Our wells reach down deep into the underground granite pools fed by snow melt and rain. Sometime the pool is shared by multiple homes, sometimes it is not....one never knows, so we conserve. But what we do know is the amount of water is not indefinite. I certainly would not want to share the same water source with the park, as park patrons who have no knowledge of this conservation may carelessly leave the water running compromising the well. It may be easy for our parks department to dig a new or deeper well but for the homeowner it is an extremely expensive burden that may be unsurmountable.

Final comments:

I keep hearing the argument that we need more trails and less houses. This is simply not true. Placer county has hundreds of miles of trails. In fact, our county has a trail system that, if laid out straight, would reach all the way to LA and back! There is simply no NEED.

People who claim that this property will end up as a housing development do not understand that Placer Land Trust owns this property and is therefore it is permanently protected. The docent lead tours are working and make the nature trail visit a more personal, informational experience.

Regarding the survey that was taken. In 2017 when the survey was given our county population was 386k and only 3000 surveys were issued; of those only 2400 were returned. About 18% (434) of those who responded do not even LIVE in this county! A disproportional amount of surveys were given to incorporated cities with less given to the unincorporated areas. Why? The areas with so much more to lose seemed to have no voice.

When trails was suggested on the survey the exact locations were not included and if the good people of Placer County would have known how disruptive and destructive this project was going to be to their neighbors, they would NOT have suggested new trails as a recreation option. It was a very deceitful way to sway the facts to provide (false) positive feedback for your pet project. In fact, according to the survey scores, trails were not an option that the populous even wanted. They wanted recreation centers with multiple recreation offerings such as ice hokey and ice skating, paved shared paths for pedestrians and cyclists and an aquatic center. They were relatively happy with the natural pedestrian, equestrian and mountain biking trails.

Shouldn't we be making parks closer to people? To the children? Walking distance from schools and homes. The area of North Auburn has taken the brunt of a long list of social injustices. We have lost our public pool, our little theater, our charm. We have endured the development of Hwy 49 being an endless strip mall with a continuous stream of traffic for the sake of tax revenue. One can find at least 13 fast food restaurants in a mere one mile stretch of Hwy 49. This for a town of 13,500 people. I find despicable.

We need you to help us. You are our elected representatives. Say no to the proposed park. Say no to more traffic, more pollution, higher fire risk. Say yes to the citizens of North Auburn and other rural, unincorporated areas of Placer County!! Please, be our voice.

Based upon the information in the DSEIR, the assumptions it has made, and the negative impacts to the very communities who were not included in any of the 15-year planning, I request that you reject this project.

Please include my letter as part of the public comment permanent record.

Thank you,

Teresa and Mike Muscarella
Protect Rural Placer

From: Tom Miele <tommymiele@yahoo.com>

Sent: Wednesday, May 20, 2020 11:58 AM

To: Placer County Environmental Coordination Services <CDRAECS@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>; Sue Colbert <SColbert@placer.ca.gov>

Subject: [EXTERNAL] COMMENTS: HIDDEN FALLS REGIONAL PARK EXPANSION DRAFT SEIR

Dear Sir or Madam,

Please include the following comments in the final SEIR for the Hidden Falls Regional Park Expansion.

As president of the Sisson Lane Road Maintenance Association, I represent the 15 residents living along Sisson Lane, Auburn.

Sisson Lane is a private road off of Lone Star Road, approximately ½ mile from Highway 49. Sisson Lane extends from Lone Star Road almost to the Bear River and runs parallel to the Bruin Ranch, now called the Harvego Preserve and possibly the future home of the Hidden Falls Regional Park. The draft SEIR for the HFRP Expansion makes no mention of the impact on the residents of Sisson Lane. The residents of Sisson Lane are concerned that if the park is opened people will use Sisson Lane as an alternative or “backdoor” to the park, since there is really nothing preventing them from doing so. The residents of Sisson Lane want to know how the county is going to prevent people from trespassing and entering the park illegally by simply turning right off of Lone Star Road and driving down Sisson Lane, parking, and climbing over or going under the fence. This will also create confrontations between residents and trespassing park enthusiasts. We would like the final SEIR to address trespassing on Sisson Lane and how it will be mitigated? The residents of Sisson Lane recommend that the county install and maintain an electric gate at the intersection of Lone Star Road and Sisson Lane to prevent trespassing and illegal entry into the HFRP. This is going to be a problem that should have been covered in the draft SEIR. Please include the impact on Sisson Lane and its residents in the final SEIR.

Sincerely,

Thomas M. Miele
8320 Sisson Lane, Auburn
President, Sisson Lane RMA
(530) 305-2371

-----Original Message-----

From: Tim OLeary <toleary69@sbcglobal.net>

Sent: Friday, September 4, 2020 2:49 PM

To: Placer County Board of Supervisors <BOS@placer.ca.gov>

Subject: [EXTERNAL] Hidden Falls

Somehow it doesn't seem that all of the issues have been addressed with SEIR? Traffic studies, environmental concerns and the legal access through AuburnValley and Curtola (driveway) I doubt have been properly reviewed! If this issue is going to proceed without proper community input there are serious problems with this process!

Sent from my iPhone

12580 Out of the Way Place
Auburn, CA 95603

May 18, 2020

Placer County Community Development Resource Agency,
Environmental Coordination Services,
3091 County Center Drive, Suite 190,
Auburn, CA 95603

RE: Hidden Falls Regional Park Trails Expansion Project

To whom it may concern:

I am writing in support of the expansion of the HFRP Trails Expansion Project. I have reviewed several sections of the Draft Subsequent EIR and find them adequate and do not take issue with the findings.

I myself am an avid trail runner, mountain cyclist, hiker, naturalist and environmentalist. I have run, hiked and mountain biked nearly all the trails at Hidden Falls and will continue enjoying doing so. Several times I have hiked the proposed additions of Harvego Bear River Preserve, Taylor Ranch and Kotomyan Ranch and find them to be of spectacular quality and fine additions to HFRP. The proposed combination of land parcels would be a gem of a park on par with the Auburn State Recreation Area.

I understand the concerns of many of the neighbors in the area of the additions. However, I believe that the needs of the many outweigh the concerns of the few bordering land owners. The mitigations proposed in the Draft EIR are more than adequate to address their concerns to a reasonable level.

I urge that the Draft EIR be approved and that the project should move forward with the approval of the Board of Supervisors. The proposed park would be a fine legacy to leave to future generations.

Thank you for your consideration.

Sincerely,



Thomas Piette

Cc: Placer County Board of Supervisors

12580 Out of the Way Place
Auburn, CA 95603

May 18, 2020

Placer County Community Development Resource Agency,
Environmental Coordination Services,
3091 County Center Drive, Suite 190,
Auburn, CA 95603

Dear Agency:

I want to express my support for the Hidden Falls Regional Park Trails Expansion. One of my favorite things to do is to hike at the Hidden Falls Park and the Taylor & Kotomyan Ranches through the activities of the Placer Land Trust.

The proposed project takes care of most of the problem at the park, especially parking and access.

Please approve the Draft EIR and I urge the Board of Supervisors move forward with the project.

Sincerely,

Andy Piette

Andrew Piette

Cc: Placer County Board of Supervisors

12580 Out of the Way Place
Auburn, CA 95603

May 18, 2020

Placer County Community Development Resource Agency,
Environmental Coordination Services,
3091 County Center Drive, Suite 190
Auburn, CA 95603

Dear Agency:

I want to communicate my support for the Hidden Falls Regional Park Trails Expansion. I believe that we need to preserve the best of the foothill environs and allow our citizens access to the best that nature has to offer.

The mitigation measures proposed in the Draft EIR adequately resolves the problems at the existing park, especially parking and access. With active management by the County, the proposed park expansion will truly be a lasting gift to future generations.

Please approve the Draft EIR and I urge the Board of Supervisors to move forward with the project.

Sincerely,



Mary E. Piette

Cc: Placer County Board of Supervisors

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SHERIFF'S OFFICE
19 MAY 2020 PM 3 1

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REVIEW OF SEIR TRAFFIC ENGINEERING STUDY

relating to Modernizing Regional Park Expansion Project

SEIR Traffic Study

Prepared for:

K.O.R.S (Keep Our Roads Safe)
Auburn Valley Property Owners Association
P.O. Box 7993
Auburn, CA 95604-8138

In association with
Protect Rural Placer County

May 18, 2020

Traffic Engineering Review is Authored by:
Grant P. Johnson, TE



This traffic engineering review has been prepared and certified by Grant P. Johnson, TE, Principal. Lic #1453



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EXECUTIVE SUMMARY

PRISM Engineering's Grant P. Johnson, a registered CA Traffic Engineer, was hired by local residents consisting of "K.O.R.S" (Keep Our Roads Safe) and "Protect Rural Placer County" to review the traffic study recently completed and contained in the Hidden Falls Regional Park Trails Expansion Project Subsequent Draft Environmental Impact Report (SEIR) dated February 2020.

The purpose of this review was to examine the quality of the traffic study, its assumptions and procedures, and to also make a personal Traffic Engineer visit to the local street system and personally verify study findings, and investigate the situation independently in the month of April 2020. As a result of that detailed survey which included video survey of road conditions, widths, traffic control, signs and striping, and sight distance for curves, this report was completed to document all findings of significance. Many deficiencies were found in the traffic study itself, such as:

- Trip generation rates for Hidden Falls Regional Park prepared not in accordance with industry standards and procedures to develop trip generation rates as set forth by ITE.
- Intersection levels of service (LOS) were calculated improperly using incorrect data factors for "peak hour factor" which resulted in a much better than actual result.
- Safety relating to critical wildfire evacuation traffic flows was not even mentioned in the report, and is inadequate as it stands, because an EIR must consider safety as an environmental impact according to the most current California CEQA law. The California Environmental Quality Act, also known as CEQA, requires analysis of the potential effects of a project on the environment. CEQA defines "environment" to mean "the physical conditions which exist within the area which will be affected by a proposed project..."
 - This includes "any potentially significant impacts of locating development in other areas susceptible to hazardous conditions (e.g., floodplains, coastlines, **wildfire risk areas**) as identified in authoritative hazard maps, risk assessments or in land use plans, addressing such hazards areas."

The California Supreme Court also repeatedly noted CEQA's concern for public health and **safety** ("the Legislature has made clear that public health and **safety** are of great importance in the statutory scheme (E.g., §§ 21000) "emphasizing the need to provide for the public's welfare, health, safety, enjoyment, and living environment." In summary, this report documents many situations where the proposed project will severely impact traffic in an emergency evacuation situation (**safety related**), and since Placer County has already identified this problem/risk/hazard in their document **Local Hazard Mitigation Plan Update, March 2016**, with more relevant portions for the study area in: <https://www.placer.ca.gov/DocumentCenter/View/368/Annex-A-City-ofAuburn-PDF>, where **wildfire risk** was ranked in Table A4 as the highest risk to Placer County residents (and as an extension, to those who would come and visit the regional parks).

See <https://www.placer.ca.gov/1381/Local-Hazard-Mitigation-Plan> for more information.

FINDING #1: TRAFFIC STUDY, OVERALL REVIEW SHOWS INADEQUACIES

The procedures used in the Hidden Falls Regional Park Trails Expansion Project traffic impact study were done in accordance with standard traffic engineering practice, with the exception of the trip generation rate development. The study appears to be based on a scope of work that was prepared in accordance with Placer County procedures and methodology for traffic studies, and how traffic analyses are typically performed. Placer County has adopted methodologies for determining the significance of traffic impacts within the context of the Level of Service (LOS) goals established by the General Plan and local community plans. These typical methods include, determining changes to intersection levels of service, as well as roadway segment levels of service. The problem with guidelines is that they often are generic or uncalibrated to local conditions, and do not take into consideration specific details that demand a better or more thorough analysis and review.

That being said, the traffic study's scope of work is deficient to adequately address the very real transportation challenges that exist in an area where wildfire danger and evacuation is ranked by Placer County as the most critical and significant hazard that faces property owners (and users of parks) within the study area defined in the SEIR. Bell Road, which serves as a major connector road and as the only north south alternative to SR 49, is especially constrained for evacuation capacity. If SR 49 were to ever be closed again due to wildfire danger like it was in 2009, Bell Road would face an even more critical evacuation situation because traffic volumes continue to grow on Bell Road due to winery expansions, park expansions, and parking lot construction (such as the proposed Twilight Ride Parking Lot just south of Cramer Road).

For these reasons, the traffic study is deficient to address safety and capacity issues based on an inadequate scope of work. The following paragraphs summarize how these deficiencies need to be addressed. Additional detailed sections of this report address more specific elements of the traffic study review process.

FINDING #2: TRAFFIC STUDY DEFICIENCIES, SCOPE OF WORK DEFICIENT

- ***Traffic Accidents at SR 49 and Lone Star Road Intersection were not addressed in the report, and should have been.*** The SWITRS database shows that there were four serious injury accidents at this intersection between 2013 and 2017, three broadside and one head-on collision. This is a significant amount of serious injury accidents, and based on the high speed nature of these regularly occurring accidents, the intersection should have been identified as having a significant safety problem, especially in light of how Lone Star Road has low volumes compared to SR 49 mainline volumes (1/30th of the total volume of SR 49). This means that with only a 1000 ADT for Lone Star Road, there has still been one serious accident nearly every year for Lone Star vehicles trying to interface with SR 49 traffic. Table 8 in the SEIR traffic study, Collision Analysis, completely misses this fact as there is only one accident shown on Lone Star Road, and it is not at this intersection. This is because the table and the analysis only looked at road *segment* accidents which are rarer than intersection accidents.
- ***Roadway Analyses were based on a generic Daily Volume of traffic,*** and did not consider peak hour flow rates, which have been critical in times past, especially in an emergency evacuation. The traffic study should have looked at peak hour roadway segment flows, and not relied on a generic daily

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

volume which is meaningless in a traffic operations context, but only serves as a planning tool for possible road sizing needs.

- ***Intersection Analyses for Level of Service (LOS) were not done correctly*** to take into account Peak Hour Factors (PHF) which were known (these are shown in the appendix traffic count data), but they were not used. A generic intersection average for the PHF was used. This results in a better-than-real-world LOS calculation, and misses impacts from the project and cumulative traffic calculations.
 - At SR 49 and Lonestar for example, the WB approach delay was shown as 214 delay seconds, an LOS F condition, but *when we recalculated it using the correct PHF for this and all other movements at the intersection, the result was 354 seconds of WB approach delay, almost twice as long, amounting to an average six minute delay for this approach!*
 - The overall delay for all vehicles at this intersection was 5.4 seconds of delay (LOS A) for the SEIR traffic study, but with our corrections this was now 12.6 seconds of average delay (LOS B). This is a significant difference in results because of the use of the wrong PHF. The SEIR traffic study should use the correct PHF data that was contained in the appendix of the traffic study, for each approach and turn move.
- ***The study did not analyze Bell Road at Joeger Road, perhaps the most critical and key intersection*** for residents in the vicinity, an intersection which has a four way stop control. The traffic study scope should have included this intersection because it is a chokepoint intersection in case of fire evacuation, and more especially because of the proposed large parking lot at the Twilight Ride location which will hold 140 vehicles (40 of them being trucks with horse trailers).
 - ***This intersection was critical and significantly failed*** during the August 31, 2009 fire evacuations which closed SR 49 north of Bell Road and up to Lone Star Road. Delays in excess of 1.5 hours were typical for drivers using Bell Road southbound from Lone Star Road to Joeger, an unacceptable and dangerous condition because of extreme 3 mph stop and go delays in a time where fire is spreading and could trap and/or kill drivers stuck in traffic.
 - ***No changes to the Bell Road and Joeger Road intersection design have been made*** by Placer County since that time to ensure adequate throughput and capacity in case of fire or evacuation. ***During a fire-related evacuation, this intersection should be considered a dangerous chokepoint,*** introducing in excess of one-hour delays for drivers stuck on Bell Road trying to get out to safety.
 - *The traffic study should have addressed this situation and made recommendations for mitigation of the problem.*
- ***The SEIR traffic study did not take into account specific vertical sight distance and grade issues.*** The Bell Road suggested improvements for the proposed Twilight Ride parking area just south of Cramer Road do not address the vertical sight distance issues and deficiencies, especially for southbound Bell Road traffic traveling at speeds that may be too fast to stop in time. There is a long down-grade and vertical dip in the road that creates a vertical blind spot for southbound Bell Road traffic near the location of the proposed Twilight Ride parking lot driveway. ***This vertical sight distance constraint is further aggravated*** by the potential for pickup trucks pulling large horse trailers traveling in the southbound direction, and which need twice the stopping distance of an ordinary car. The vertical sight distance on Bell Road southbound to the proposed Twilight Ride parking lot driveway is approximately 600 feet.
 - The speed limit on Bell Road ranges from 35 mph south of Lone Star Road, to 40 mph south of Hubbard Road, but vehicles often go faster, especially because of downhill grades. The

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

minimum stopping sight distance for 40 mph *on a flat road* with dry pavement is 325 feet for a normal vehicle. At 55 mph this is 550 feet (as per AASHTO Green Book)¹.

- Adding a 6% downhill grade into the mix *increases* this stopping distance by 40% for 40 mph, and 95% more for 55 mph (see Table 2 AASHTO Green Book).
 - So a car traveling at 55 mph on a grade would need 1000 feet, not 550 feet, and a car traveling at 40 mph on a grade would need 460 feet, not 325 feet.
- Adding a *Truck and Horse Trailer* into the equation increases the stopping sight distance by an additional 54% as per AASHTO. Trucks with trailers have much more difficulty stopping (see Table 6 from AASHTO Green Book). For example:
 - A truck with trailer going 40 mph on a flat road needs 500 feet rather than 325 feet for a car, a 54% increase in distance needed. If there is also a 6% downhill grade like there is north of the Twilight Ride proposed parking lot driveway, 40% more distance is needed, *for a total of 700 feet at 40 mph.*
 - A truck with trailer going 55 mph needs 875 feet rather than 550 feet for a car (54% increase in distance needed). If there is also a 6% downhill grade, 40% more distance is needed, *for a total of 1225 feet at 55 mph.*
- **CONCLUSION: A truck with horse trailer would need at least 700 feet to stop** on southbound Bell Road at a 40 mph speed on the downhill roadway segment of Bell Road just north of the proposed Twilight Ride parking lot driveway. In the event that another vehicle is pulling out of the parking lot, and if they block the road temporarily with a trailer, making a wide and long turn, then oncoming vehicles will need to actually stop to let that vehicle with a long trailer finally completely enter their own lane after crossing the yellow centerline for a time to get completely out of the parking lot. During that maneuver, especially if making a right turn, will block the entire road in both directions in the process. If the speed is higher, then more stopping sight distance is needed. Since there is proposed parking for 40 of these trucks with horse trailers, this could be a significant critical impact to existing sight distance issues on Bell Road, on a regular basis, and should have been discussed and addressed in the SEIR traffic study.
- **The traffic impact metrics used in the Hidden Falls traffic study were not appropriate to measure the true impact of the project, including safety issues**, because the metrics used only look at LOS on low volume roads, resulting typical LOS A conditions with or without the project expansion, even if the park literally doubles the local traffic volumes on some roads. During an evacuation situation, the Twilight Ride parking lot has 140 vehicles that could potentially create a gridlock situation on a roadway that has already experienced near gridlock situation during a wildfire evacuation. This impact needs to be properly addressed, and it was not adequately addressed in the SEIR. Only mentions of a left turn pocket were given, but the vertical sight distance issues and constraints are a real factor in the safety of Bell Road.
 - The real effect of all of the additional traffic, as shown in the TIS are as follows
 - Curtola Ranch Parking: 119 regular spaces, 5 ADA, and 10 equestrian spaces

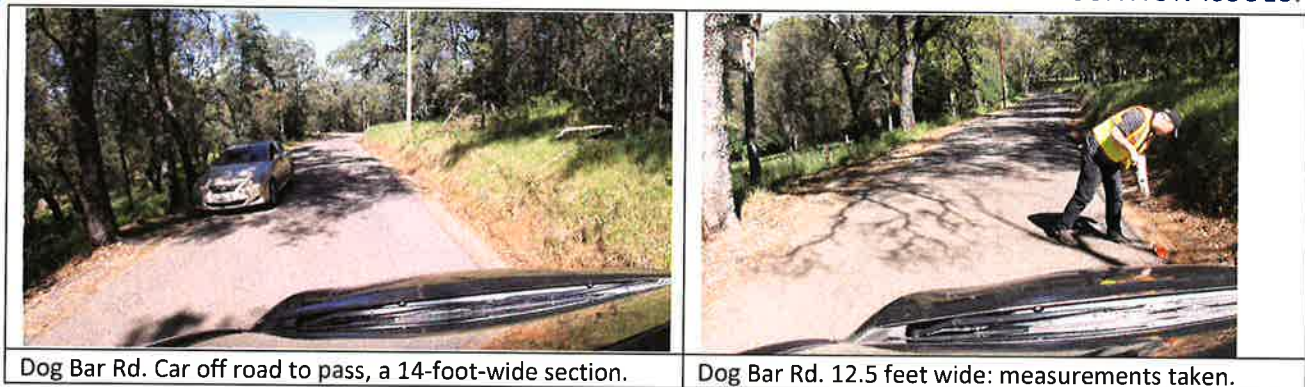
¹ TABLE 1 AASHTO CRITERIA FOR STOPPING SIGHT DISTANCE (J)

<https://pdfs.semanticscholar.org/81b2/917bee2a0b582674d50dd80ffcad7e0f4985.pdf>

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

- Garden Bar Parking: 45 regular spaces, 5 ADA, and 20 equestrian spaces
- Twilight Parking: 96 regular spaces, 4 ADA, and 40 equestrian spaces
- Grand Total of vehicles using the parks = 260 regular vehicles, 70 pick-up trucks with horse trailers, and 14 more spaces for ADA. This is an additional 345 vehicles on the road in addition to the local residents who live there.
- ***Paved Turnouts were suggested as a potential mitigation in the SEIR for Garden Bar Road, but our personal drive through of this roadway indicated a very difficult task to create such turnouts at any reasonable distances,*** and the potential for a complete traffic jam grid lock as very real under evacuation circumstances. Most of the roadway varies between 11 feet wide and 14 feet wide, far below the minimum 18-foot width. PRISM Engineering surveyed these roads and Figure 1A shows some samples of the video survey where roadway widths would only accommodate one direction of traffic. In the PRISM Engineering horse and trailer turn study, the passing constraint was very real even on roads that were approximately 21 to 22 feet road width by comparison. It is certain that Garden Bar Road constraints would be a very real safety and capacity impact to two-way traffic in an emergency, and passing turnouts would NOT be sufficient given that they are proposed to be more than 100 yards apart (400 feet).
 - On Garden Bar Road in most locations, incoming Fire Response vehicles could not pass outcoming residential and Hidden Falls Park vehicles. If many cars are platooning, backing up to a “turn out” may not be possible if other cars are in the way. The result could be catastrophic to human life, let alone property structures if gridlock were to occur and a fire is approaching.
 - Garden Bar Road widths are primarily in the range from 11 to 14 feet, nowhere near the minimum 18-foot widths needed.

FIGURE 1A. SEVERE ROADY WIDTH CONSTRAINTS. LOS ISSUES. SAFETY IN EVACUATION ISSUES.



- ***An Evacuation Plan for Wildfire Scenarios is Needed, but was not addressed in the SEIR traffic study.***
 - The County does not have a specific fire evacuation plan for the area surrounding Hidden Falls Park.
 - The County only provides general warning about ground clearance to structures, how to “harden” your home’s roof, etc., but does not have any advice or program on how traffic would best be directed or flow in an emergency evacuation. ***There is the potential for drivers to end in a gridlock situation without a plan in place.***

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

- The traffic study does not address this very real potential hazard.
- The SEIR is deficient because it does not address the safety issue for fire evacuation in this area.
 - ***There has been a previous and critically significant evacuation problem***, a level of service and delay problem, especially for Bell Road traffic at the Joeger intersection and backing up to Auburn Valley Road, but this problem could be replicated elsewhere depending on road closures and redistribution of traffic patterns.
- ***It appears that the trip generation rate, made from a single source set of assumptions, needs to be further clarified and enhanced with more data. Our review shows that the trip rates and distributions are incorrect.***
 - A lot of assumptions were made in the traffic study to develop the Hidden Falls Regional Park trip generation rate. It appears that it was done based on how many permits were issued, a daily volume hose count, and a turn percentage assumption at the intersection of Mears Drive and Mount Vernon Road. This may or may not be accurate since there is also residential traffic that uses this intersection that has nothing to do with the park, but is influenced by traffic patterns from the numerous homes that also share Mears Drive, probably with a higher outbound percentage of traffic flow on Saturday mornings. It did not make sense that the outbound traffic from the park during the peak hour in the morning was higher than the inbound traffic. Table 9 in the SEIR traffic study shows that on a Saturday, the peak is assumed to be 21 cars in and 42 cars outbound. Since this is at 10 am, it does not make sense that most will be leaving when the day is beginning. This needs to be explained or corrected, because it is non-intuitive and does not make sense with other “park” uses in the national industry standard ITE Trip Generation Manual which show the opposite traffic pattern. The ITE Trip Generation Manual shows more trips coming inbound to parks in the morning peak hour, and more trips going outbound in the evening peak hour, whether it be at City Parks, County Parks, or State Parks. They all have this same pattern, but in the SEIR traffic study for Hidden Falls the direction of traffic during the morning peak hour is reversed from the norm and is not consistent with other trip rates for similar uses.
 - The Institute of Transportation Engineers (ITE) publishes trip generation rates based on national averages for similar uses within many categories of land uses (the industry standard). The ITE Trip Generation has specific guidelines on how to develop a new or custom trip generation rate, which requires first to take many different samples at different locations, and use averages. This was not done in the SEIR even though a trip generation rate was custom made. As a result, the trip generation of the project cannot be acceptable in its current form. Building a trip generation rate based on assumptions such as permits issued, is not the industry standard practice.

FINDING #3: TRAFFIC COUNT DATA WAS NOT FULLY UTILIZED IN ANALYSES

PRISM Engineering conducted a new traffic count at the busiest study intersection of SR 49 and Lone Star Road to verify traffic volumes and turning movements. We also examined the appendix data of the SEIR traffic study to see the details of what was collected and what was used.

The SEIR appendix contained the following traffic count sheet for this intersection which spells out the individual PHF for each turning movement. However, in the calculation sheets, only the generic overall average PHF for the whole intersection was used for each of the 12 turning movements. This defeats the purpose of the PHF and actually glosses over the peaking characteristics of the smaller volume turning movements as explained in the paragraphs that follow. Figure 2A below shows this data.

FIGURE 2A. SEIR APPENDIX TRAFFIC COUNT DATA FOR SR 49 AT LONE STAR ROAD.

ALL TRAFFIC DATA

0090 09

City of Auburn

All Vehicles & Uturns On Unshifted

Nothing On Bank 1

Nothing On Bank 2

(916) 771-8700

orders@attraffic.com

File Name : 16-7716-001 SR 49 & Lone Star Rd

Date : 10/8/2016

Unshifted Count - All Vehicles & Uturns

SR 49 Southbound					Lone Star Rd Westbound					SR 49 Northbound					Lone Star Rd Eastbound							
START TIME	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Total	Uturns Total
9:00	1	236	2	0	239	8	0	3	0	9	8	139	4	0	149	3	0	12	0	15	412	0
9:15	5	233	1	0	239	5	2	2	0	9	3	149	1	0	153	1	1	8	0	10	411	0
9:30	1	247	1	0	249	14	0	2	0	16	4	188	7	0	199	0	0	8	0	8	470	0
9:45	1	307	0	0	308	11	0	0	0	11	7	185	4	0	205	3	0	8	0	9	634	0
Total	8	1023	4	0	1035	36	2	7	0	45	20	671	18	0	707	7	1	32	0	40	1827	0
10:00	3	293	1	0	297	9	0	2	0	11	3	225	2	1	231	0	0	11	0	11	550	1
10:15	0	343	4	0	347	8	0	6	0	14	5	186	7	0	208	2	1	9	0	12	581	0
10:30	2	304	1	0	307	13	1	3	0	17	5	238	7	0	251	0	0	11	0	11	586	0
10:45	0	356	4	0	360	9	0	1	0	10	9	239	4	1	253	1	0	9	0	10	833	1
Total	5	1296	10	0	1311	39	1	12	0	52	22	899	20	2	943	3	1	40	0	44	2350	2

Grand Total

13

2319

14

0

2346

75

3

19

0

97

42

1570

38

2

1690

10

2

72

0

84

4177

2

Approach %

0.6%

98.6%

0.6%

0.0%

77.3%

3.1%

19.6%

0.0%

2.3%

2.6%

85.2%

2.2%

0.1%

11.8%

2.4%

85.7%

0.0%

0.0%

2.0%

100.0%

Total %

0.3%

55.5%

0.3%

0.0%

56.2%

1.8%

0.1%

0.5%

0.0%

2.3%

1.0%

37.6%

0.8%

0.0%

39.5%

0.2%

0.0%

1.7%

0.0%

2.0%

100.0%

AM PEAK HOUR

SR 49 Southbound					Lone Star Rd Westbound					SR 49 Northbound					Lone Star Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Total
10:00	3	293	1	0	297	9	0	2	0	11	3	225	2	1	231	0	0	11	0	11	550
10:15	0	343	4	0	347	8	0	6	0	14	5	186	7	0	208	2	1	9	0	12	581
10:30	2	304	1	0	307	13	1	3	0	17	5	238	7	0	251	0	0	11	0	11	586
10:45	0	356	4	0	360	9	0	1	0	10	9	239	4	1	253	1	0	9	0	10	833
Total Volume	5	1296	10	0	1311	39	1	12	0	52	22	899	20	2	943	3	1	40	0	44	2350
% App Total	0.4%	98.9%	0.8%	0.0%		75.0%	1.0%	23.1%	0.0%		2.3%	95.3%	2.1%	0.2%		6.8%	2.3%	90.9%	0.0%		
PHF	.417	.910	.825	.000	.910	.750	.250	.500	.000	.765	.811	.940	.714	.500	.932	.375	.250	.500	.000	.917	.908

PRISM Engineering conducted a new traffic count at the study intersection of SR 49 and Lone Star Road and found that the northbound through movement of SR 49 during the noon peak hour had a volume of 752 vph. The Hidden Falls Regional Park traffic study had a Saturday peak (10-11 am) of 899. The difference can most likely be attributed to the reduction in volumes on the highway due to the "Stay at Home" guidelines in place for the Covid-19 pandemic. The difference was small actually, resulting in about a 15% reduction in mainline SR 49 through traffic, but with no significant difference to Lone Star Road volumes. The PRISM Engineering turning movements to and from Lone Star Road at SR 49 were as follows:

- NBR=30 vph comparing to 20 vph in the regular SEIR traffic study count.
- NBL=32 vph comparing to 24 vph in the regular SEIR traffic study count.
- The outbound traffic from Lone Star Road EBR was 16 vph compared to 40 vph in the SEIR count, and the EBL was 12 vph compared to 3 vph in the regular SEIR count.

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

Note in Figure 2B below (a close-up of Figure 2A), that on the bottom line of the table there is a row called PHF (Peak Hour Factor), and that there is a PHF for each of the 12 turning movements (the WB approach WBL=0.417, WBT=0.910, and WBR=0.625, and the overall average of all southbound volumes has a PHF of 0.910).

FIGURE 2B. TRAFFIC COUNT DATA FROM SEIR APPENDIX, SHOWING PEAK HOUR FACTORS

AM PEAK HOUR	Lone Star Rd Westbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
START TIME						
Peak Hour A						
Peak Hour F						
10:00	9	0	2	0	11	550
10:15	8	0	6	0	14	581
10:30	13	1	3	0	17	586
10:45	9	0	1	0	10	633
Total Volume	39	1	12	0	52	2350
% App Total	75.0%	1.9%	23.1%	0.0%		
PHF	.750	.250	.500	.000	.765	.928

Also, note that on the far right the overall intersection average of **all** approaches for PHF was shown to be 0.928. In the SEIR only the 0.928 (or 0.93) was used for **all** approaches, even though this was not correct. The same method was used for all study intersections in the traffic study, only using the *overall intersection volume totals* to calculate a PHF, which is not the proper use of the PHF. In fact, there are significant differences in the calculated level of service. The following figure (Figure 2C), is the SEIR capacity calculation for SR 49 at Lone Star Road, using a 0.93 PHF generically overall, resulting in 4.9 seconds of average delay, and 195.6 seconds of delay for the WB approach . This differs significantly from the result when using the actual PHFs as contained in the Appendix of the SEIR.

FIGURE 2C. SEIR INTERSECTION LOS ANALYSIS CALCULATION, SR 49 AT LONE STAR ROAD.

HCM 6th TWSC

EXISTING SATURDAY

1: SR 49 & LONE STAR RD

03/18/2019

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑	↑	↑	↑↑	↑	↑	↑↑	↑
Traffic Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Future Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	60	-	-	60	300	-	200	300	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Approach	EB	WB				NB				SB		
HCM Control Delay, s	26	195.6				0.3				0		
HCM LOS	D	F										

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

Peak Hour factors (PHF) used in SEIR were not what the count data indicated. The SEIR used 0.93 PHF for all turning moves, even though the data shows WBL=0.417, WBT=0.910, and WBR=0.625.

PRISM Engineering re-calculated these numbers to show the significant difference in results that takes place when the proper PHFs are used. Figure 2D shows the revised HCM 2010 calculation using the same traffic volumes, but corrected PHF.

FIGURE 2D. REVISED HCM 2010 LOS CALCULATION USING ACTUAL PHF BY TURN MOVE.

HCM 2010 TWSC

3: SR 49 & Lone Star Rd

05/14/2020

Intersection												
Int Delay, s/veh	12.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱	↱	↰	↱	↱
Traffic Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Future Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	25	-	-	50	400	-	325	200	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	38	25	91	75	25	50	61	94	71	42	91	63
Approach	EB			WB			NB			SB		
HCM Control Delay, s	59			\$ 353.6			0.5			0.1		
HCM LOS	F			F								

The results now show that the EBL is actually at LOS F conditions, and not LOS D as shown in the SEIR. Also, the WBL is shown to have 6 minutes (354 secs) of average delay and not the 3 minutes (196 secs) shown in the SEIR. Also, the overall intersection average went from 5.1 seconds of average delay to 12.5 seconds, more than double, and worsening the overall LOS from LOS A to LOS B.

LOS is calculated with peak **hour** volumes. However, traffic counts are taken with 15 minute intervals, to catch the highest impact. The purpose of the PHF is to determine the impact of the busiest 15-minute period where traffic flows are significantly higher. This is the standard method of calculating LOS, to incorporate an accurate PHF to best represent real traffic peaking conditions, and not to mask the real situation in an hourly average divided by four, by using a higher or default value of PHF. The Hidden Falls SEIR appendix for traffic counts shows that the PHF ranges in counts varies from 0.25 to 0.99, where the calculated LOS is worse with a lower PHF. This could be the difference between LOS D and LOS F as was the case for the calculation in Figure 2D for the EBL movement. In the SEIR, only a single value of PHF was used, an overall intersection average. This is not the industry standard to calculate LOS this way when adequate data is present, but was a decision of the analyst, as the software program allows for a specific PHF for each turning movement (12 total PHFs at a four way intersection). The data in the appendix had the PHF details in the traffic counts, but the actual analysis using averages resulted in much better levels of service.

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

PRISM Engineering conducted a video traffic count of the intersection of SR 49 at Lone Star Road, and these counts (both ground level and aerial views) can be viewed at the PRISM Engineering website URL as follows:

<http://www.prism.engineering/placercountykors.html>

Scroll down to the video entitled: "Aerial View of Traffic Count at: S.R. 49 and Lone Star Road."

These videos show the traffic patterns, and also how difficult it is for vehicles on the side street Lone Star Road, to enter into the SR 49 flow of traffic, or to even cross the road.

FINDING #4: CRITICAL TRAFFIC ACCIDENTS WERE NOT INCLUDED IN REPORT

Four critical severe injury broadside and head-on traffic accidents at the SR 49 / Lone Star intersection were not included or discussed in the report, even though it is one of the study intersections. This omission is critical, because it misses the very serious nature of the danger that currently exists at the SR 49 highway at this location.

SR 49 has a five-lane cross section at the Lone Star Road intersection, and the speed limit on the highway is 65 mph at Lone Star Road (65 mph speed limit from 0.3 miles north of Dry Creek Road all way to Combie Road). The *average* free-flow speed of motorists is around 60 mph (according to Google Maps which regularly samples the speeds of vehicles). However, actual speed limit here is 65 mph. Entering high speed traffic that has 65 mph freeway speeds, from a side street from a dead start, is difficult and dangerous during high peak time periods. Six lanes of traffic must be negotiated, two left turn pockets on SR 49, and four high speed lanes of traffic for the through lanes on SR 49. As stated previously, there have been four (4) *serious injury* accidents at this intersection in the last five recorded years (2013 to 2017)², three broadside collisions, and one head-on collision.

3 min (3.0 miles)

via CA-49 S

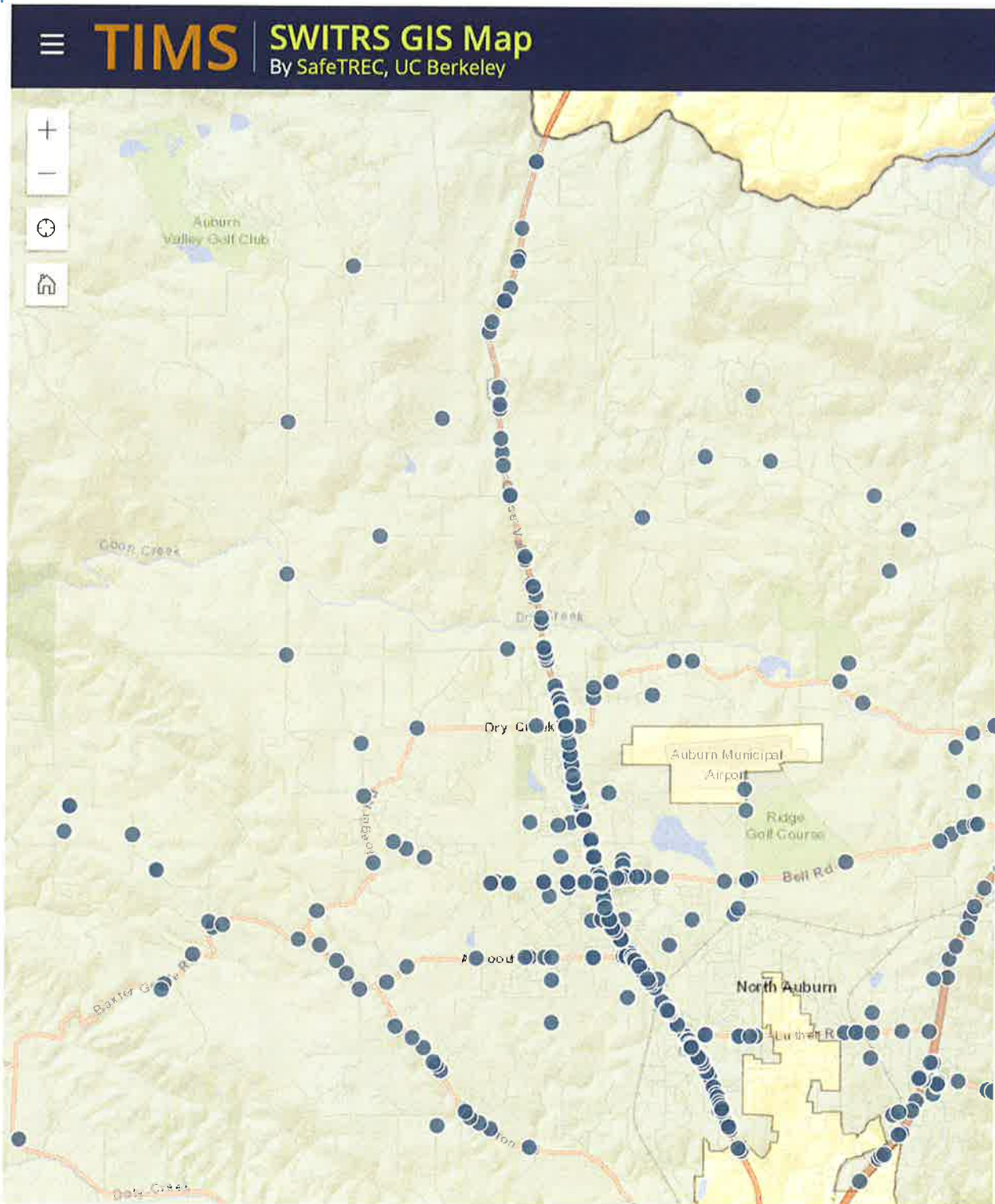
Fastest route, the usual traffic

The high speed traffic mixed with low speed traffic crossing the path of high speed traffic has contributed to four broadside type accidents at this location. Figure 3A shows how many accidents are taking place in the vicinity of the study area, north of Auburn, CA, for the past 5 years. Figure 3B details the accidents which took place on SR 49 in Placer County, totaling 275 collisions (where 9 people were killed, and 386 people were injured).

Several mitigations for the SR 49 Lone Star Road intersection were suggested in the SEIR traffic study, such as a modern roundabout, or a traffic signal installation, however, the funding is not available, and no assignment of mitigation was made for the project. The language in the SEIR states that the traffic impacts from the Hidden Falls Regional Park expansion are significant but unavoidable at the SR 49 and Lone Star Road intersection. This is not to say that the traffic safety impacts are unavoidable, because they are avoidable if proper mitigation is recommended to improve safety, rather than the focus only given to LOS changes at the intersection. Given the fact that there is an average of one significant accident every year at this intersection alone, this indicates that the situation is not safe and requires further mitigation before additional traffic is allowed to further exacerbate the safety deficiency. The accident history for this intersection was not identified or discussed in the SEIR traffic study. Only the roadway segment of Lone Star Road was shown with one accident, but there was no discussion of the intersection accident history.

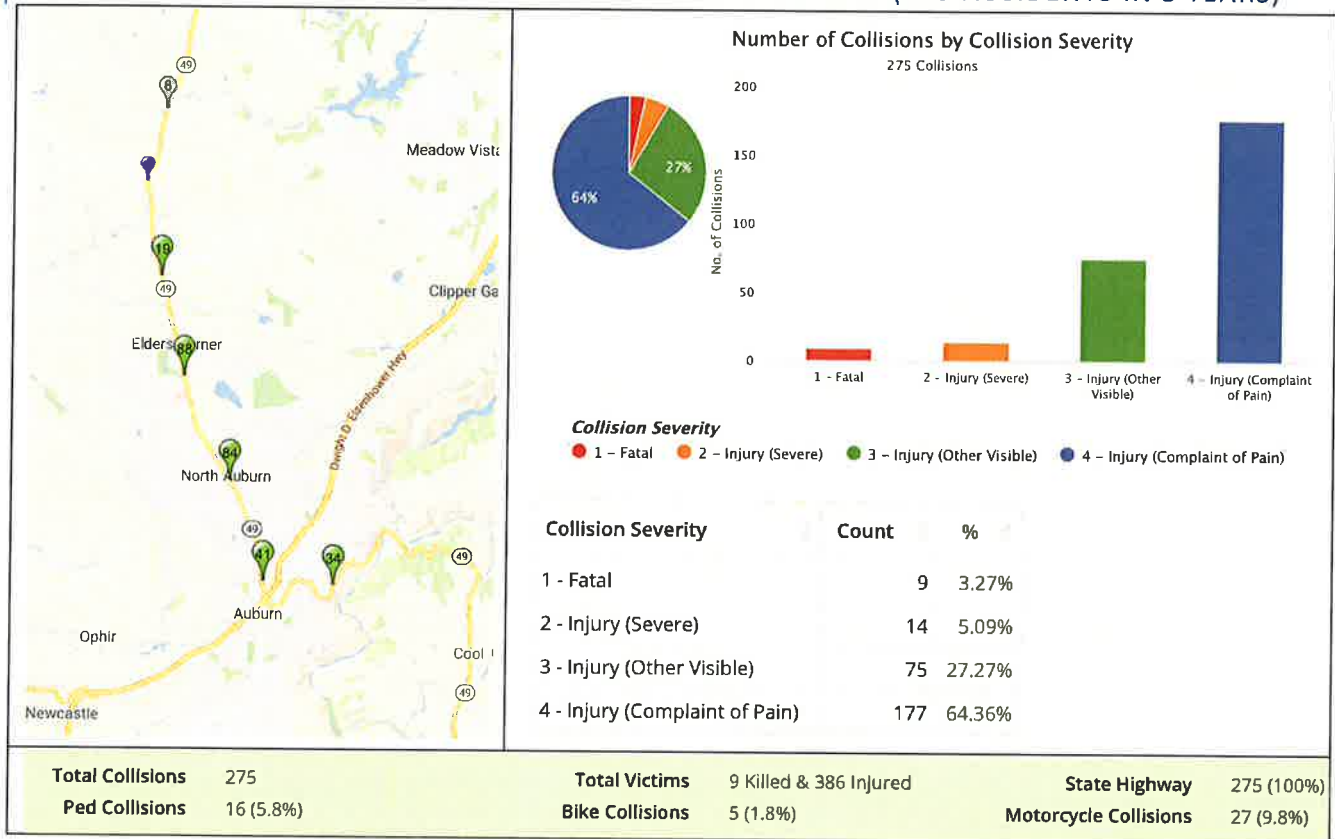
² <https://tims.berkeley.edu>

FIGURE 3A. TRAFFIC ACCIDENTS IN PLACER COUNTY UNINCORPORATED AREAS



Source: TIMS and SWITRS

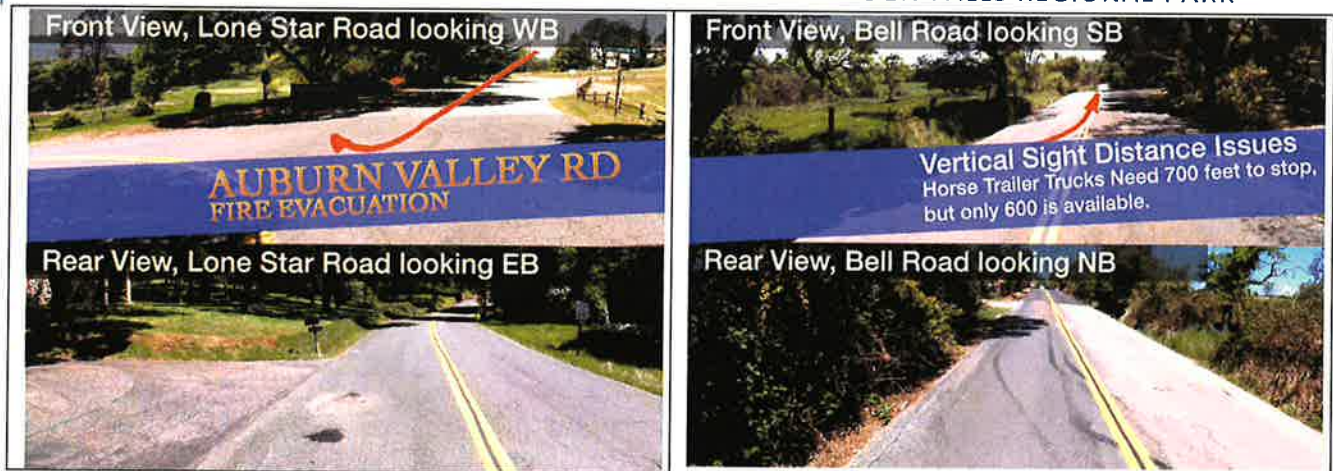
FIGURE 3B. TRAFFIC ACCIDENTS ON SR 49 FROM 2013 TO 2017 (275 ACCIDENTS IN 5 YEARS)



FINDING #5: LOCAL ROADWAYS HAVE SIGNIFICANT CAPACITY CONSTRAINTS TO TRAFFIC FLOWS (I.E. EVACUATION), AS WELL AS SIGNIFICANT HORIZONTAL CURVE CHALLENGES, SIGHT DISTANCE ISSUES.

PRISM Engineering drove all roadways surrounding the Hidden Falls park including SR 49 between Lone Star and I-80, Bell Road, Joeger Road, Cramer Road, Lone Star Road, Atwood Road, Mount Vernon Road, Mears Drive, Mount Pleasant Road, Garden Bar Road, Big Hill Road, Country Club Lane, and Auburn Valley Road. In total, about 40 miles of roadway were driven and documented with video using a roof-mounted camera system, one camera for each direction, to film roadway width variations, the actual condition of pavement (or lack thereof), traffic control devices installed such as signs and signals, pavement markings, and documenting horizontal and vertical sight distance constraints and roadway alignment in general. Figure 4A shows some samples of the kind of information collected with the camera mounted drive through.

FIGURE 4A. VIDEO SURVEY. LOCAL ROADS SURROUNDING HIDDEN FALLS REGIONAL PARK



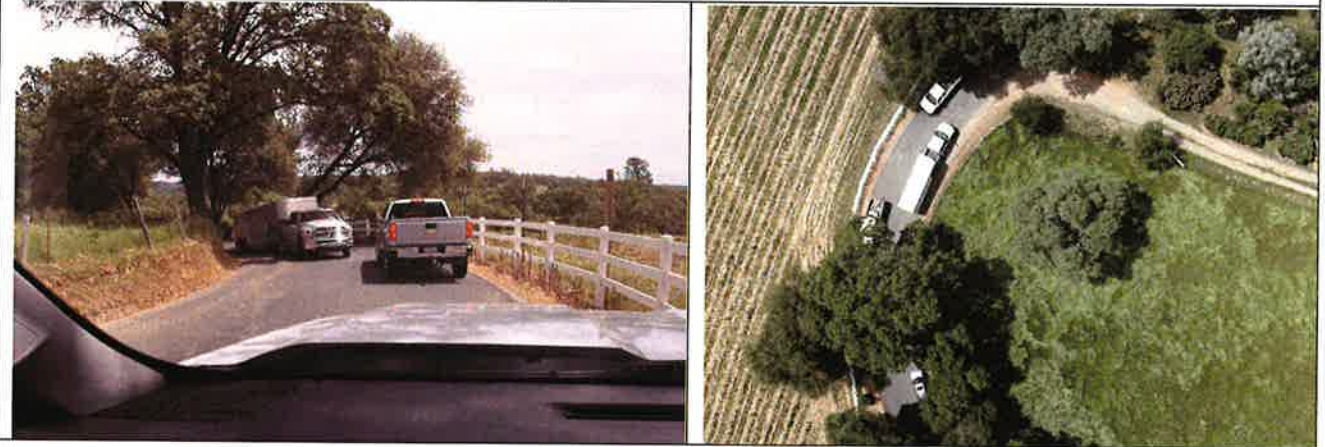
A video was prepared for Bell Road and Lone Star Road (14 minutes). It can be viewed in its entirety at the following website URL: <http://www.prism.engineering/placercountykors.html> and scroll down to the video entitled: "Wildfire Evacuation Drive Through Analysis: Detailed Video Inventory, Commentary." The video shows the various roadway constraints that exist (widths, curves, sight distance, alignment, etc.), as well as where fire evacuation merges will take place. An additional video was prepared to show the extreme constraints to traffic flows that take place at certain sharp turns, which pose unique challenges especially in situations where pickup trucks towing large horse trailers or other large vehicles come into conflict with opposing traffic on a sharp curve. Figure 4B shows some samples of how pickup truck with horse trailer roadway constraints turned out in our survey, and the entire video can be seen at the following website URL:

<http://www.prism.engineering/placercountykors.html> and scroll down to the video entitled: "Horse Trailer, Large Vehicles, and Narrow Road Alignment and Sight Distance Constraints."

FIGURE 4B. HORSE TRAILERS ON NARROW ROADS WITH SHARP CORNERS.



Lone Star Road at Lone Star Valley Road Sharp Corner Intersection.




Cramer Road at Hill Crest Sharp Corner west of Oak Knoll Lane.

This survey was conducted with very minimal traffic volumes, however, if there were a fire evacuation with stop and go traffic, the result could very likely be a traffic grid lock if a turn cannot be negotiated, and if traffic cannot back up to make room, etc.

FINDING #6: CUMULATIVE TRAFFIC TOTALS USED IN SEIR STUDY ARE OK.

The cumulative traffic growth assumptions used in the SEIR traffic study were reviewed in light of available Caltrans traffic count data. The growth rate used in the SEIR was 2% traffic increase each year, for 20 years (a 1.49 factor of growth overall). The growth rate calculated by PRISM Engineering using the Caltrans data in Table 6A below, was also 2% per year for SR 49 north of Bell Road (nearest to the Lone Star intersection with SR 49). Based on this alone, the assumptions in the SEIR for regional growth agree with long-term traffic growth trends. Figure 5A documents the Caltrans traffic counts on SR 49 in the vicinity of Bell Road and past Lone Star Road.

FIGURE 5A. CALTRANS TRAFFIC DATA FOR SR 49 IN PLACER COUNTY, YEARS 2007 AND 2017.



Tabular data of AADT Volumes 2007									
_id	District	Route	County	Postmile	Description	Ahead_Peak_Hour	Ahead_Peak_Month	Ahead_AADT	
2350	3	49	PLA	5.21	LUTHER ROAD	5500	51000	48500	
2351	3	49	PLA	5.86	ATWOOD ROAD	5900	53000	51000	
2352	3	49	PLA	5.99	COTTAGE DRIVE	3950	42000	41000	
2353	3	49	PLA	6.38	AUBURN, BELL ROAD	2750	30000	28500	
2354	3	49	PLA	7.427	DRY CREEK ROAD	2650	29500	28500	
2355	3	49	PLA	10.973	LORENSEN RD	2650	30000	29000	
2356	3	49	PLA	11.373	PLACER/NEVADA COUNTY LINE	0	0	0	

Tabular data of AADT Volumes 2017									
_id	District	Route	County	Postmile	Description	Ahead_Peak_Hour	Ahead_Peak_Month	Ahead_AADT	
2334	3	49	PLA	5.21	LUTHER ROAD	3550	44000	42000	
2335	3	49	PLA	5.86	ATWOOD ROAD	3600	42500	40500	
2336	3	49	PLA	5.99	COTTAGE DRIVE	3600	42500	40500	
2337	3	49	PLA	6.38	AUBURN, BELL ROAD	2950	37000	34700	
2338	3	49	PLA	7.427	DRY CREEK ROAD	2950	34000	32000	
2339	3	49	PLA	10.973	LORENSEN RD	2850	32000	30700	
2340	3	49	PLA	11.373	PLACER/NEVADA COUNTY LINE	0	0	0	

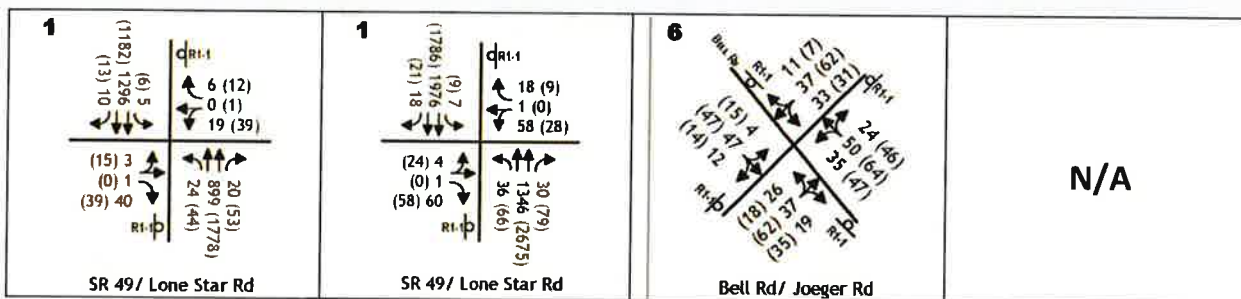
Percent increase 10-year growth, north of Bell Road							23%	22%
Yearly growth rate, north of Bell Road							2%	2%

The Caltrans traffic counts for SR 49 in Placer County just north of Bell Road shown in the above table indicate that the annual growth rate is approximately 2% per year. For a 20 year period this calculates to a growth factor of 1.49 overall. This matches the growth used in the SEIR traffic study as shown below in Figure 5B for intersection counts at the critical intersection of SR 49 at Lone Star Road, where the future cumulative volumes are consistently 1.49 times the existing volumes (see Table 5B below). The growth rate of traffic on SR 49 is a reliable indicator of regional growth rates in the area, and multiplying the existing traffic counts by 1.49 to represent the future is consistent with Caltrans' database of traffic count growth for the same facility.

FIGURE 5B. CUMULATIVE TRAFFIC GROWTH CHECK.

Existing Levels:	Cumulative Levels:	Existing Levels:	Cumulative Levels:
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TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY



Source: Figure 10 and 11 from SEIR Traffic Study for Hidden Falls, and from Placer County Winery TIS

From the Caltrans data in Figure 5B above, obtained from the Caltrans Data Portal³ a 10-year growth rate for traffic counts can be determined using traffic counts from the Year 2007 and 2017.

FINDING #7: CUMULATIVE IMPACTS FROM PROJECT NOT MITIGATED

From the SEIR traffic study summary of cumulative impacts, the resulting language was the same for the SR 49 intersections at Lone Star Road and Cramer Road: The Hidden Falls Regional Park expansion project would create a **significant and unavoidable impact**. This conclusion that it was “unavoidable” was based on the fact that there are no current funding sources to install a roundabout or a traffic signal to mitigate the LOS F and LOS E unsatisfactory conditions, and that the project bears no direct responsibility for mitigation. If no funding source is available, and a signal is not installed, because of the very real potential safety hazard at this intersection (since delays are already at the 6 minute level for side street Lone Star approaches, and serious injury broadside accidents are happening nearly every year at this intersection), the approval of the project should be denied until such safety problems are mitigated sufficiently, rather than exacerbate an already unsafe condition.

The extreme delays for the existing condition are unacceptable and unsafe. Accidents are happening. The cumulative traffic volumes are being projected to be 1.49 times higher in 20 years (factored for growth), and will make the side street delay for Lone Star Road extremely excessive, causing drivers to take more chances and perhaps make very unsafe entries into SR 49 traffic, crossing multiple lanes of traffic in the process. It is estimated that traffic accidents will most likely double in frequency in the future if no mitigation is installed.

Tables 13 and 19 in the SEIR traffic study are included here in Figure 5C, so that an easy comparison of existing plus project and cumulative plus project conditions for the two critical intersections on SR 49 can be made. It can be seen that the change in LOS and delay from existing to cumulative is significant, going from 110.3 delay seconds overall, to nearly double that at 197.2. The eastbound approach delay tripled in the future from 120 to greater than 300 seconds delay. This unacceptable condition was not mitigated due to lack of funding. Building the Hidden Falls Park expansion should be conditioned upon installing two traffic signals to mitigate the LOS F

³ <https://data.ca.gov/dataset/annual-average-daily-traffic-volumes>

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traffic impacts of the Lone Star Road and Cramer Road intersections. In the case of a wildfire, local residents would NOT be able to exit Lone Star Road or Cramer Road with any efficiency if a signal is not installed that could provide some priority access in the case of a fire, or at least eliminate the 6 plus minute delays projected for these locations.

FIGURE 5C. EXISTING PROJECT IMPACTS COMPARED TO CUMULATIVE IMPACTS.

TABLE 13 EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE										
#	Location	Control	Weekday PM Peak Hour				Saturday Peak Hour			
			Existing		EX Plus Project		Existing		EX Plus Project	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	SR 49 / Lone Star Road (overall)	EB/WB Stop	(106.3)	(F)	(110.3)	(F)	(93.4)	(F)	(101.2)	(F)
	Eastbound approach		103.5	F	120.2	F	26.0	D	31.2	D
	Westbound approach		>300	F	>300	F	195.6	F	298.8	F
	Northbound left turn		11.9	B	12.0	B	12.9	B	13.3	B
	Southbound left turn		16.5	C	16.6	C	10.2	B	10.3	B
2	SR 49 / Cramer Road (overall)	EB Stop	(15.6)	(C)	(16.9)	(C)	(13.0)	(B)	(15.5)	(C)
	Eastbound approach		18.8	C	20.05	C	14.6	B	17.9	C
	Northbound left turn		11.3	B	11.5	B	11.8	B	12.3	B

TABLE 19 CUMULATIVE PLUS PROJECT INTERSECTION LEVELS OF SERVICE										
#	Location	Control	Weekday PM Peak Hour				Saturday Peak Hour			
			Cum Base		Cum Plus Project		Cumulative		Cum Plus Project	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	SR 49 / Lone Star Road (overall)	EB/WB Stop	(192.0)	(F)	(197.2)	(F)	(174.8)	(F)	(229.3)	(F)
	Eastbound approach		>300	F	>300	F	>300	F	>300	F
	Westbound approach		>300	F	>300	F	>300	F	>300	F
	Northbound left turn		18.9	C	19.3	C	22.1	C	24.2	C
	Southbound left turn		33.6	D	33.8	D	13.1	B	13.2	B
2	SR 49 / Cramer Road (overall)	EB Stop	(30.9)	(D)	(36.6)	(E)	(21.5)	(C)	(30.3)	(C)
	Eastbound approach		42.0	E	50.0	E	23.0	C	37.3	E
	Northbound left turn		17.3	C	17.7	C	20.9	C	22.9	C

Source: SEIR, Hidden Falls Regional Park TIS

FINDING # 8: HIDDEN FALLS PARK TRIP GENERATION RATE IS NON-STANDARD

This task reviewed the potential amount of traffic that is expected from the Hidden Falls Regional Park expansion project. The traffic study used trip generation rates developed specifically for the project, with no references to any national sources or averages. These trip rates were based on a daily total of traffic factored down to a peak hour number, and the inbound and outbound split were derived from a sampling in the field. This method was based on what is happening, in what appears to be only one survey, at the Mears entrance to the Hidden Falls Regional Park.

A lot of assumptions were made to develop this trip generation rate, and it appears that it was done based on how many permits were issued, a daily hose count, and a turn percentage at the intersection of Mears Drive and Mount Vernon Road. This may or may not be accurate since there is also residential traffic that uses this intersection that has nothing to do with the park, but may be mostly related to the traffic patterns of the numerous homes that also share Mears Drive, probably with a higher outbound percentage of traffic flow. It appears that the trip generation rate, made from a single sourced set of assumptions, needs to be further clarified and enhanced with more data, to bring it to industry standards since there are similar uses in the United States.

The Institute of Transportation Engineers (ITE) publishes trip generation rates based on national averages for similar uses within many categories of land uses. Their guidelines to develop a new or custom trip generation rate, which was done in the SEIR traffic study for Hidden Falls, is to take many different samples at different locations, and use averages. Building a trip generation rate based on assumptions is not the industry standard.

to determine how much of the project's traffic is assumed to be operating during the peak hours. The problem with that approach is that the project's traffic is not expected to be even significant during the typical peak hours of the surround street system, so the analysis is not entirely helpful to properly determine the worst case impacts, and what hundreds of additional vehicles means to a road system that cannot currently adequately handle outgoing evacuation traffic without delays in excess of one hour. During a fire situation, this is critical and potentially catastrophic to life if the fire happens to jump the road with cars stuck in a stop and go traffic jam. Figure 6A shows the trip generation for the project as shown in the SEIR.

FIGURE 6A. TRIP GENERATION ASSUMPTIONS FOR PROJECT

TABLE 9 HFRP EXPANSION SATURDAY TRIP GENERATION ESTIMATE													
Location	Parking Spaces				Permits Available ¹	Trips per Permit			Trips				
	Regular	Equestrian	ADA	Total		Daily	Saturday Peak		Daily	Saturday			
							In	Out		Total	In	Out	Total
Proposed Project													
Twilight Ride	96	40	4	140	232	2.58 ²	33%	67%	0.27 ³	599	21	42	63
Harvego	119	10	5	134	222					573	20	40	60
Curtola Ranch Rd										108	4	7	11
Mears										258	9	18	27
Private	57	0	3	60	100					1,538	54	107	161
Total	297	50	12	359	596								
Trips caused by turn-away's without permit ⁴										167	9	9	18
Project Total										1,705	63	116	179
Prior Approval not yet Constructed													
Garden Bar (Prior approval)	45	20	5	70	116	2.58	33%	67%	0.27	299	11	21	32
Trips caused by turn-away's without permit ⁴										32	2	2	4
Previously approved total										331	13	23	36
Total of Proposed Project Plus Prior Approval not yet Constructed													
Total	342	70	17	429	712					1,837	65	128	193
Trips caused by turn-away's without permits ⁴										199	11	11	22
Grand Total with turn-away's										2,036	76	139	215

¹ based on 187 Saturday permits offered at Mears for 113 parking space capacity = 1.66 permits per space.

² based on 348 daily trips at Mears on divided by 135 permits issued on June 16, 2018 = 2.58 trips per permit. The observed daily volume includes the effects of automobile – trailer combinations with multiple axels that would overstate actual vehicle trips, as well as the effect of staff travel, but no adjustment has been made in order to produce a conservative estimate.

³ based on observed peak hour percentage of daily and directional split observed at Mears entrance.

⁴ assume 1/3 the current turn-away rate observed at Mears due to increased knowledge of reservation system and improved cellular phone coverage. The current rate was 58 turn-away's out of 135 permits issued or 43%. One Third is 14%. Assume two daily trips per turn-away,

Figure 6A shows that the Saturday “peak” traffic (assumed to be 10am to 11am based on data in the SEIR appendix which states the Saturday peak hour is 10am-11am) is only expected to be a small fraction of the total parking lot capacity. For example, at the proposed Twilight Ride parking lot with 140 spaces, the peak hour assumption is that only 21 vehicles will arrive out of a possible of 140 spaces available. This is only 15%. Also, Table 9 shows that on a Saturday, the peak is assumed to be 21 cars in and 42 cars outbound. Since this is at 10 am, it does not make sense that most will be leaving when the day is beginning. This needs to be explained or corrected, because it is non-intuitive and does not make sense with other “park” uses in the ITE Trip Generation Manual which show more trips coming inbound in the morning peak hour, and more trips going outbound in the evening peak hour at City Parks, County Parks, and State Parks. They all have this pattern, but in the SEIR traffic study for Hidden Falls the direction of traffic during the morning peak hour is backwards based on numerous other trip generation rates for various kinds of parks.

FINDING #9: LOCAL STREETS UNDERPREPARED FOR EMERGENCY EVACUATION

PLACER COUNTY IDENTIFIES WILDFIRE AS THE HIGHEST RISK/HAZARD IN THE AREA⁴

Specific Roadway Capacity in an Emergency Evacuation. When many drivers converge onto a street at the same time, such as would take place when emergency evacuation phone call instructions are sent to all residents in an area during a wildfire emergency, the roadway conditions are no longer typical. Since wildfires are ranked as the highest priority of SIGNIFICANCE by Placer County, and since the possibility is also ranked as LIKELY, with the potential ranked as CATASTROPHIC, this roadway condition should be of the highest priority. Much more important than making sure an intersection operates at LOS A conditions during the typical peak hour. Since all intersections on the local roads are currently operating at LOS A conditions, this is not the best metric to be using to determine the need for safety in travel, especially in an emergency where evacuation is required and mandated. The roadways and intersections much be designed to be compatible with a proper Traffic Control designed to move the maximum volume of traffic, and with the minimum of delays caused by stop and go conditions.

When vehicles are forced to wait up to 15 seconds each at a stop sign controlled intersection, this severely limits the throughput of vehicles to about 240 vehicles per hour. This is even less when trucks with horse trailers are factored in, since deceleration and acceleration are less efficient. Bell Road from Auburn Valley Road to Joeger Road is approximately 4.1 miles. The speed limit is 35 mph from Lone Star Road to Hubbard Road, and then increases to 40 mph from Hubbard Road to Joeger Road. If a vehicle travels at 35-40 mph this trip would normally take about 7 minutes. This is assuming there are very few vehicles on the road and speeds are uninhibited. However, during an emergency evacuation the volume of traffic that hits the road increases dramatically, especially to Bell Road as the main alternative to SR 49. This total can be well over 400 vehicles (assuming only ONE vehicle per residence leaves) and even much higher with the expansion of the Hidden Falls park and installing a large parking lot at the Twilight location (100 more cars, and 40 more trucks with horse trailers for 140 more vehicles in the mix, say, 550 vehicles at a minimum).

How Long is this Line of Traffic? A long line of traffic consisting of 550 vehicles approaching Bell Road, with each regular vehicle occupying 30 to 40 feet of roadway space in stop and go conditions, and trucks with horse trailers taking up 60 to 70 feet each... it can be assumed that an average of 50 feet of roadway space per vehicle is used, and that such a line of traffic trying to get out would exceed 27,500 feet in length, or about 5.2 miles. Without the Twilight Ride parking lot vehicles (140), this would lower to about 400 vehicles, or 3.8 miles, which represents the existing condition and road length of Bell Road from Auburn Valley Road to Joeger Road. This length of traffic actually matches the observed descriptions from residents who live in Auburn Valley HOA and who said they traveled in stop and go conditions from Lone Star Road to Joeger Road and that it took 1.5 hours to make the 4

⁴ <https://www.placer.ca.gov/DocumentCenter/View/368/Annex-A-City-ofAuburn-PDF>

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mile trip. This is an unacceptable and dangerous condition that the County has not planned for, and if additional vehicles are added due to Hidden Falls Park expansions, and more especially adding the Twilight Parking Lot, the situation becomes significantly worse compromising safety for evacuations. Local residents are also having insurance companies cancel their insurance policies because of the high risk and the insurance company's lack of motivation to write the policies. The insurance companies are also aware of the previous evacuation situation that happened in 2009, and the County has not made any plan or mitigation of this situation.

In the 2009 wildfire, traffic on SR 49 was closed south of Lone Star Road and north of Bell Road, a 4 mile section. This closure caused traffic from homes to the west of SR 49 to have to use Bell Road to escape the fire. There are 140 residences in Auburn Valley HOA alone, and with Lone Star Road traffic feeding into Bell Road at the intersection with Auburn Valley Road, this has the potential to add 200 more vehicles even before Bell Road reaches Cramer Road, for a total of 340 vehicles at that point. When Cramer Road traffic is added in, the volume increases approximately 200 more totaling more than 500 vehicles trying to enter the Joeger Road intersection going south from Bell Road. Joeger Road was also closed to SR 49, so all residences in the area feeding into Joeger Road were forced to go to Bell Road to continue south towards I-80 for evacuation. The Joeger Road corridor has several hundred more homes and parcels that feed into it as seen in Figure 6A. This parcel map information was obtained from Placer County's online parcel map system⁵.

PRISM Engineering built a computerized microsimulation traffic model (using SimTraffic) to simulate the all-way stop control at the Bell Road and Joeger Road intersection for the scenario of wildfire evacuation. According to the Traffic Engineering science, only 240 cars and trucks per hour on southbound Bell road can actually pass through the intersection with Joeger Road. The same is true for all other Joeger Road approaches as well, because of the stop and go delays. These are shown in the microsimulation animated model of traffic flows in a video created by PRISM Engineering (see Figure 6B for sample output from this model). A video showing the results of this model can be watched at:

<http://www.prism.engineering/placercountykors.html>

and scroll down to "*SIMTRAFFIC MODEL: Bell Road at Joeger Road During Wildfire Evacuation.*"

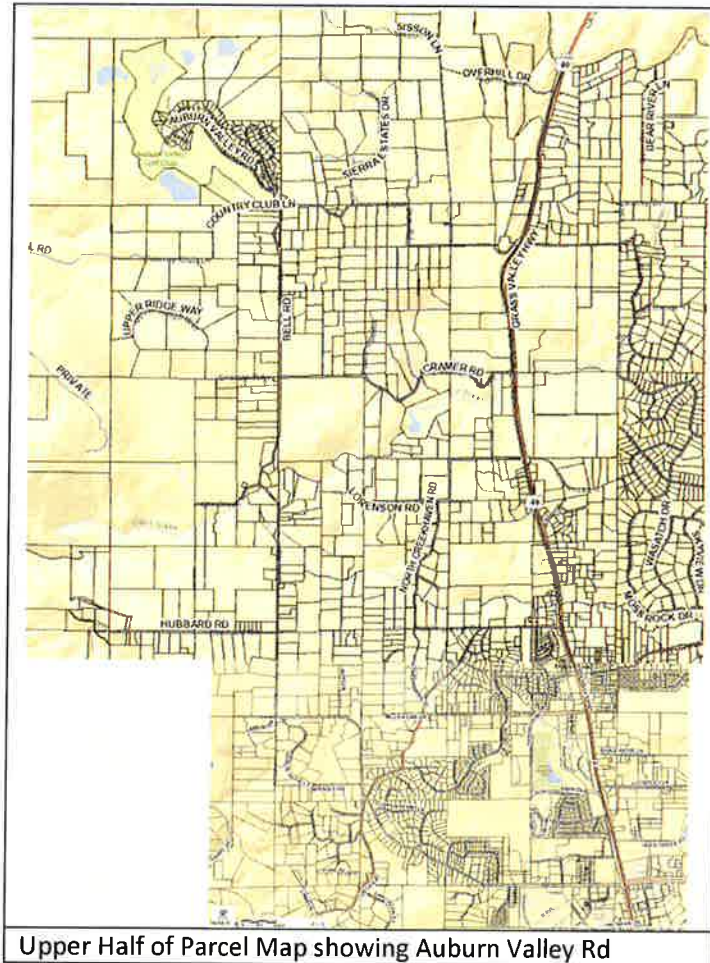
This model had results that validate the anecdotal statements from local residents who actually experienced the 3 mph stop and go conditions on Bell Road from Auburn Valley Road down to Joeger Road during the wildfire evacuation. After the Joeger Road intersection chokepoint where three approaches converged to southbound Bell Road, the vehicle stop and go situation diminished, and the roadway speeds normalized to the regular speed limit as Bell Road approached SR 49, because the capacity of Bell Road is much higher south of Joeger Road near SR 49.

FIGURE 6A. PLACER COUNTY PARCEL MAP, BETWEEN LONE STAR RD & JOEGER RD

⁵

http://maps.placer.ca.gov/Html5viewer/Index.html?configBase=http://arcgis/Geocortex/Essentials/REST/sites/LIS_Public/viewers/LIS_Base-Public/virtualdirectory/Resources/Config/Default

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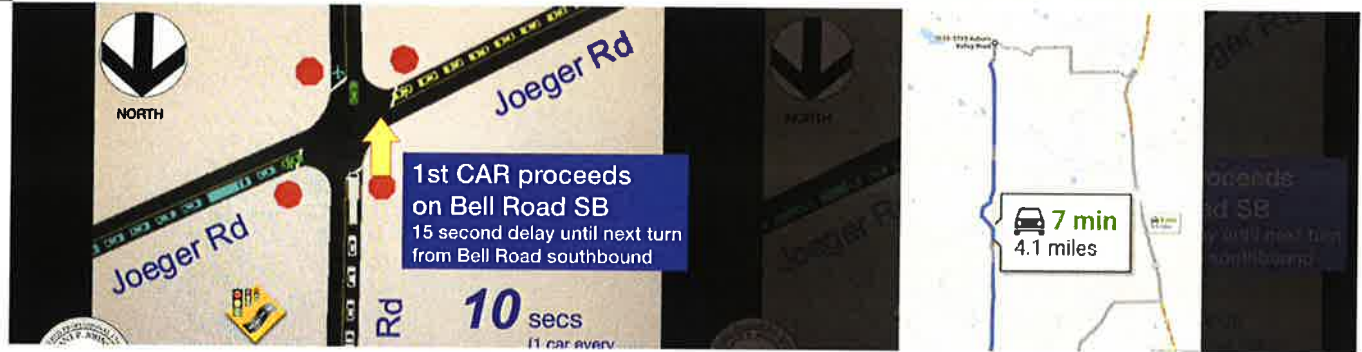
SOLUTIONS?

In order to address this stop and go critical situation for evacuation conditions on Bell Road between Auburn Valley / Lone Star Road on the north and Joeger Road on the south, the intersection needs to be redesigned.

Roundabout? A roundabout is a bad idea, because it would favor Joeger Road WB traffic only, and cause Bell Road SB and Joeger Road EB to be delayed indefinitely.

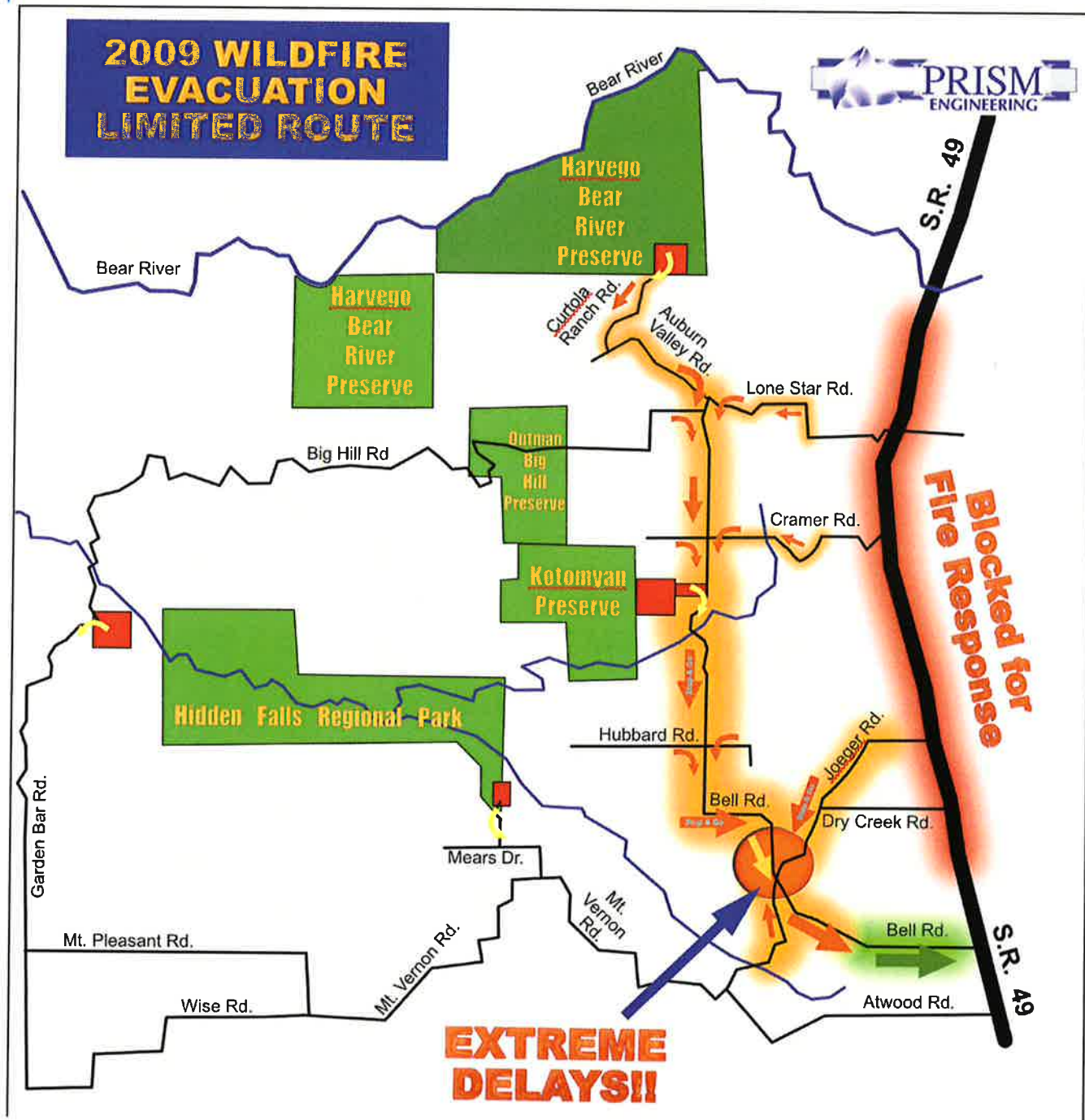
Traffic Signal? The volume of traffic at this intersection does not meet the standard warrants of minimum volumes to install a signal. The cost of a traffic signal is also very high. It would only offer better throughput, but would not add any additional lane capacity, which is needed the most.

FIGURE 6B. SIMTRAFFIC MICROSIMULATION MODEL, WILDFIRE EVACUATION AT BELL RD & JOEGER RD. 4 CARS / MIN THROUGHPUT, ONLY 240 VEHICLES PER HOUR, BUT DEMAND IS 400+



The microsimulation results using SimTraffic software indicate that only 240 cars per hour can get through the Joeeger Road intersection during a wildfire evacuation scenario. This was also verified independently from anecdotal observations of 3 mph stop and go conditions back in 2008 during the wildfire that closed SR 49 during the fire. If only 240 cars per hour can get out, then mitigations and alternative solutions are needed to prevent this delay. The last thing to do to this road is add two new parking lots for the park expansion that would hold nearly 300 vehicles, to add to the 400 demand that is already there. This would make the total volume 700 vehicles trying to get out in case of fire, and this would be nearly a doubling of traffic volume that was already a serious danger and problem. Figure 6D has been prepared to show what the specific evacuation constraints are for Bell Road at Joeeger Road during a wildfire evacuation and where SR 49 is closed.

FIGURE 6D. 2009 WILDFIRE EVACUATION FLOWS AND CONSTRAINTS



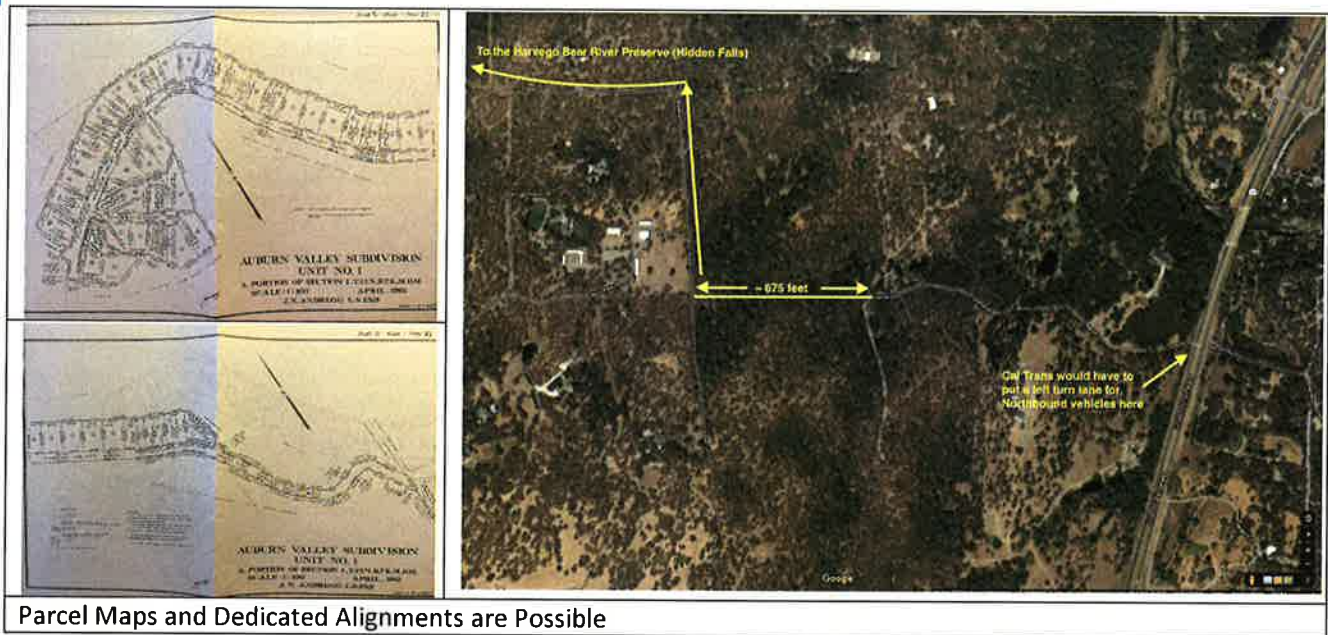
Prepared by PRISM Engineering

FINDING #10: THERE IS A VIABLE ALTERNATIVE ACCESS TO THE HIDDEN FALLS REGIONAL PARK EXPANSION, TO AVOID IMPACTING BELL ROAD EVACUATION

The County did not seek for project-related solutions to the safety and emergency evacuation problem that now exists in the County, a condition that has been identified by the County as the most significant and potentially catastrophic emergency situation in the County. Solutions to lessening these fire evacuation impacts are imperative, and since viable alternatives to the proposed parking locations are possible, these should be planned and further explored. A parking lot that creates dangerous impacts to wildfire evacuation procedures should be eliminated if possible.

It is possible to adjust the plan for the Hidden Falls Regional Park expansion to avoid impacting Bell Road unnecessarily. It is possible to have an alternative access road from SR 49 north of Lone Star Road at Overhill Drive. Figure 6E shows a potential alignment for this route connecting SR 49 to the Harvego Bear River Preserve lands, where additional parking can be installed, and this takes much of the impact away from Bell Road, which is already over-capacity for emergency evacuation, serving literally several hundreds of homes.

FIGURE 6E. ALTERNATIVE ACCESS TO HIDDEN FALLS REGIONAL PARK EXPANSION



There is already an offer of dedication for these parcels to make the new access road possible.

The development of a more direct access road, as well as higher levels of parking to the north in the Harvego Bear River Preserve lands, would help to minimize the impacts to the local road system on Bell Road and Mt. Vernon Road, as well as Dog Bar Road. It would take the impact of the project directly to SR 49, and a signal would most likely be warranted, mitigating the traffic impact with a single location for future parking spaces.

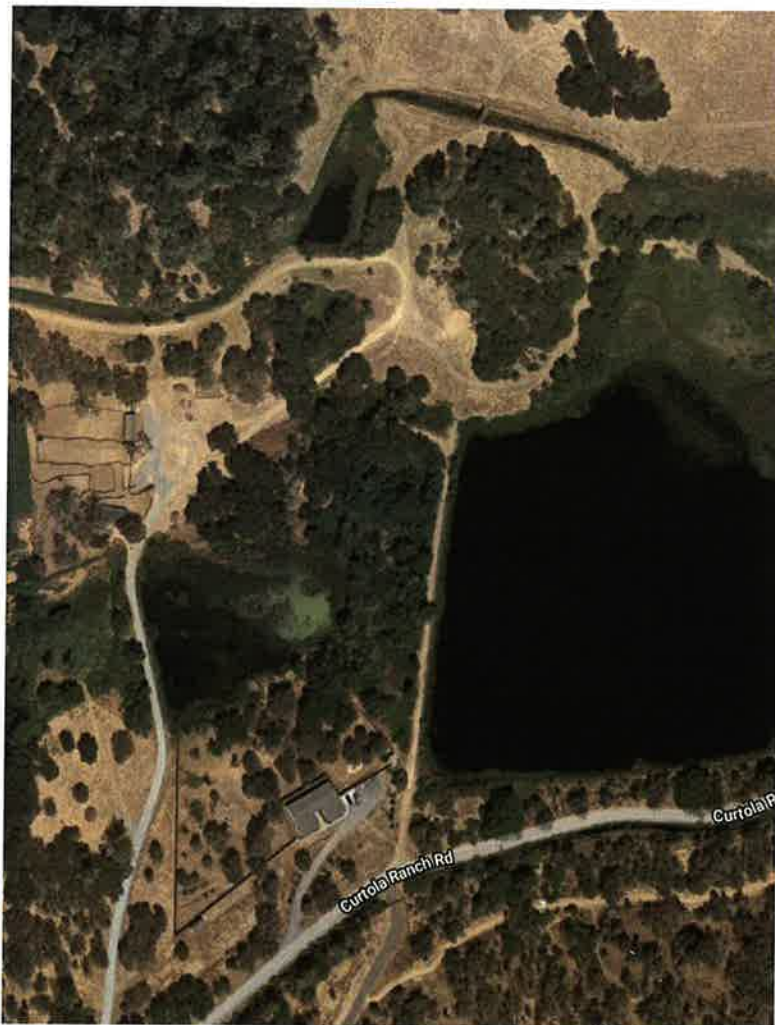
The concept plans to expand parking at the locations as shown in the SEIR would be a significant and severe impact to traffic and local resident safety under an emergency wildfire evacuation order, especially to Bell Road.

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The capacity of the local roads is already severely and dangerously limited for these scenarios, and has failed previously. The problem is already known and identified as potentially catastrophic in the Placer County risk management plans. Significantly increasing the number of vehicles to the local roads, in light of an evacuation scenario is not acceptable. There are other issues as well having to do with horizontal and vertical sight distance constraints, as well as narrow roads that restrict two-way traffic. The sub-standard road widths in the area are numerous.

FINDING #11: CURTOLA RANCH ROAD PARKING SPACES WILL SIGNIFICANTLY ADD TO THE WILDFIRE EVACUATION PROBLEM, AND IS A CEQA SAFETY IMPACT TO THE ENVIRONMENT.

One of the proposed parking lots for the Hidden Falls expansion is located at the end of Curtola Ranch Road and



across an earthen dam (not engineered for traffic, especially heavy traffic). The earthen dam has only one lane and is shown in the figure to the left. The dam is on the left edge of the large pond, connecting with Curtola Ranch Road on the south side of the pond. If the engineering challenges were the only problem, this wouldn't be so bad, but the very location of this proposed parking lot places any emergency evacuation pathway directly merging with Bell Road.

The proposed parking lot at this location on the north side of the earthen dam is for 119 regular spaces, 5 ADA, and 10 equestrian spaces.

The location of this parking lot should be eliminated as an alternative, as it will create a dangerous impact to wildfire evacuation, which requires exiting to Bell Road only, which was severely over-capacity in the last wildfire, with over 1.5 hour delays. By adding the proposed Twilight Ride and Curtola Ranch parking lot vehicles into the mix of an already failing condition, the

impacts are potentially catastrophic to life itself, as the 1.5 hour unacceptable previous evacuation delays would most likely increase to 3 hours, and many motorists would not make it out in time with a fast spreading fire.

FINDING #12: TWILIGHT RIDE PROPOSED LEFT TURN POCKET IS DEFICIENT.

The SEIR traffic study recommends that a left turn lane will be required at the Twilight Ride site. The study further states that 75% of the Twilight Ride parking supply could be created before a left turn lane was needed. This may or may not be true, but based on Finding #8 on Trip Generation Issues, it is likely that the turn pocket would be needed much sooner since the assumptions for “need” were based on an assumed level of traffic going in and out of the parking lot area (which in our view are likely way underestimated, See Finding #8 for more detail).

The SEIR study further states that “the Highway Design Manual states that the entry bay taper should be long enough to accommodate storage for a two-minute accumulation of turning cars, or a minimum of two vehicles. A full 40 mph design would have a bay taper and lane that totaled 365 feet. In addition to the lane itself, a transition area is needed at each end to create the lane. Depending on whether the lane is created by widening on one or both sides of centerline, these transitions are 320 or 160 feet long for 40 mph design.”

Conclusion: a 365 left turn pocket plus a 320 foot long road-widening taper would be needed most likely on the east side for northbound traffic, for a total distance of about 700 feet back of the Twilight Ride parking lot entrance. Our field survey of the location, as well as our video recorded drive through shows that there are significant horizontal and vertical sight distance constraints for northbound Bell Road traffic starting at 700 feet south of the proposed parking lot driveway. It is our view that based on the trip generation probability that the left turn pocket would be needed on opening day. The horizontal and vertical sight distance constraints for northbound Bell Road traffic related to the proposed left turn pocket are as follows:

The roadway at this point is at the end of a horizontal curve to the right, then 350 feet later, the roadway meets a crest and the road ahead cannot be seen from before this point, so there is only 350 feet of stopping sight distance (for cars coming out of parking lot). The crest on Bell Road at that midpoint of the left turn pocket and taper is also on a horizontal curve to the left, so that a driver can not completely see ahead because of trees and bush obstructions to sight on the left or west side of the road before the driveway location. These obstructions do not disappear until a vehicle is only 250 away from the driveway. Previous Finding #2 stated that *A truck with trailer going 40 mph* on a flat road needs 500 feet. This would mean that there is not sufficient stopping sight distance available at this location, and it is a poor location to install a parking lot given the vertical and horizontal sight distance constraints (not within AASHTO Green Book standards or Caltrans Highway Design Manual standards for stopping sight distance), or even within roadway grade constraints which were not even added in here. If grade is also considered for the minimum 6% grade that exists in the southbound direction of Bell Road approaching this proposed driveway, once again stopping sight distance becomes an issue for trucks with trailers.

ABOUT THE AUTHOR

Grant P. Johnson is a private consulting civil engineer, specializing in traffic engineering, who prepares technical traffic engineering reports as well as practices as an Expert Witness for Traffic Engineering. He received a Bachelor of Science degree in Civil Engineering from California State University, Sacramento in May 1984. Since December 1987, he has been a Registered Traffic Engineer in California. Since 2000, he has been the sole proprietor of PRISM Engineering. His experience specifically relates to the following areas: traffic engineering; traffic safety; traffic operations; transportation planning; signal design and operations; intersection layout and design; signing and striping plans; microsimulation traffic modeling; and, authoring transportation studies. Each of these disciplines are specifically qualified by the traffic engineering licensure.

He is very familiar with traffic and transportation engineering principles and methods, specifically including, the FHWA Manual on Uniform Traffic Control Devices ("MUTCD"), the American Association of State Highway and Transportation Officials ("AASHTO") Green Book, Complete Streets, Caltrans Design Manual, and other FHWA documents. In addition, he is very familiar with various professional software programs being used in the traffic engineering and transportation planning profession, including, Synchro, SimTraffic, AutoCAD, TransCAD, and Highway Capacity Manual ("HCM"), many of which were used in this traffic study review.

He is also very familiar with official Traffic Collision Reports, and the Statewide Integrated Traffic Records System ("SWITRS") accident reports.

<http://www.prism.engineering/experience.html>

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APPENDIX

Key output calculation sheets and data summaries from SEIR Traffic Study.

HCM 6th TWSC

1: SR 49 & LONE STAR RD

EXISTING SATURDAY

03/18/2019

Intersection

Int Delay, s/veh 4.9

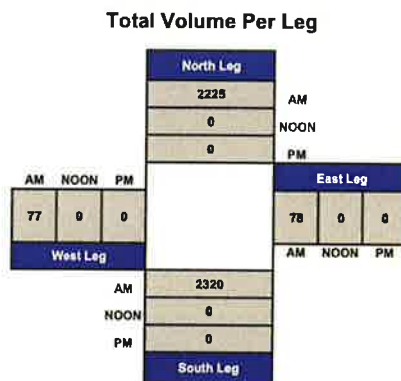
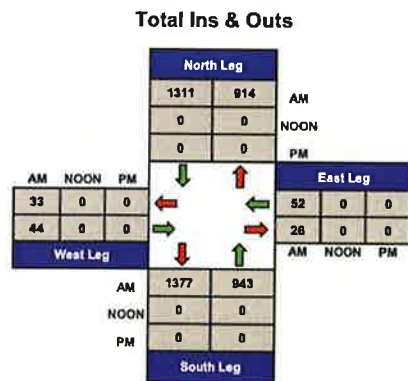
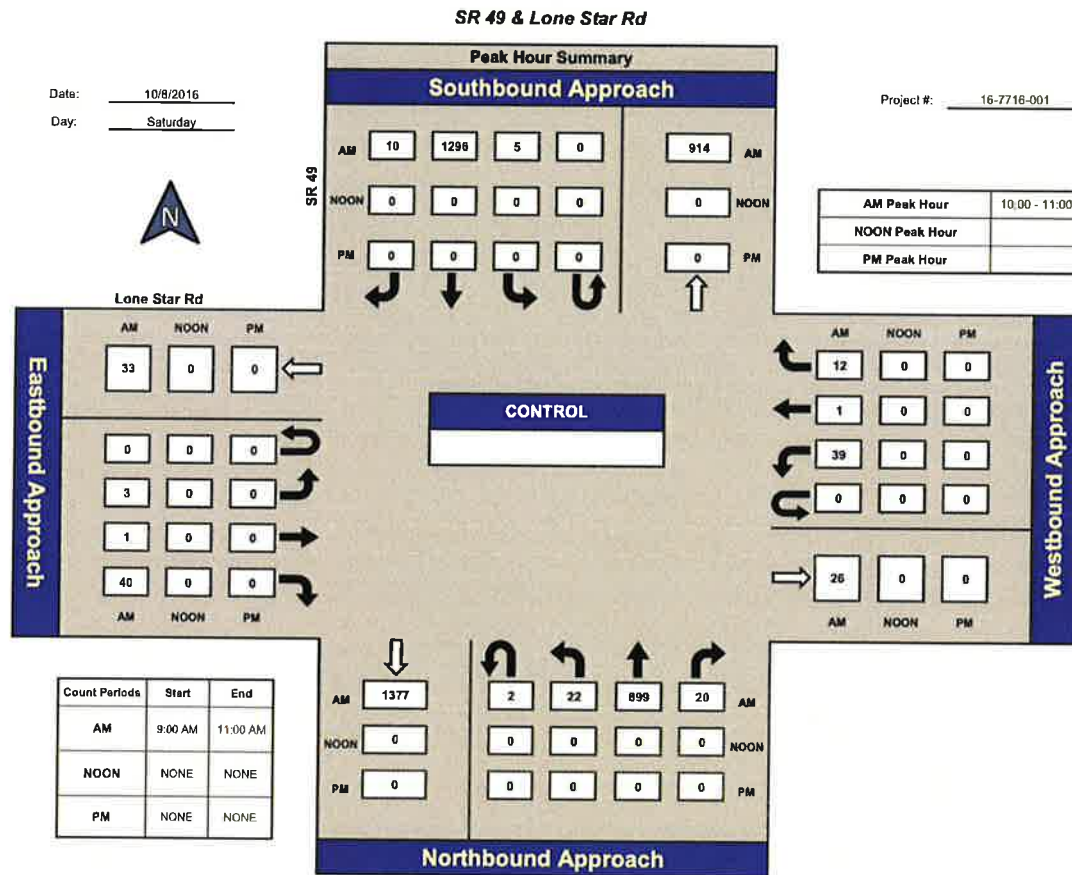
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗	↖	↖	↗	↗
Traffic Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Future Vol, veh/h	3	1	40	39	1	12	24	899	20	5	1296	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	60	-	-	60	300	-	200	300	-	-
Veh In Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	6	2	2	6	2
Mvmt Flow	3	1	43	42	1	13	26	967	22	5	1394	11

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1940	2445	697	1727	2434	484	1405	0	0	989	0	0
Stage 1	1404	1404	-	1019	1019	-	-	-	-	-	-	-
Stage 2	536	1041	-	708	1415	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	39	31	383	57	31	529	482	-	-	695	-	-
Stage 1	147	204	-	254	313	-	-	-	-	-	-	-
Stage 2	496	305	-	392	202	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	35	29	383	47	29	529	482	-	-	695	-	-
Mov Cap-2 Maneuver	35	29	-	47	29	-	-	-	-	-	-	-
Stage 1	139	203	-	240	296	-	-	-	-	-	-	-
Stage 2	456	289	-	344	201	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26	195.6	0.3	0
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	482	-	-	33	383	46	529	695	-	-
HCM Lane V/C Ratio	0.054	-	-	0.13	0.112	0.935	0.024	0.008	-	-
HCM Control Delay (s)	12.9	-	-	129.8	15.6	250.7	12	10.2	-	-
HCM Lane LOS	B	-	-	F	C	F	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.4	3.8	0.1	0	-	-

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY



TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

ALL TRAFFIC DATA

City of Auburn
All Vehicles & Uturns On Unshifted
Nothing On Bank 1
Nothing On Bank 2

(916) 771-8700
orders@atdtraffic.com

0090-09

File Name : 16-7716-001 SR 49 & Lone Star Rd
Date : 10/8/2016

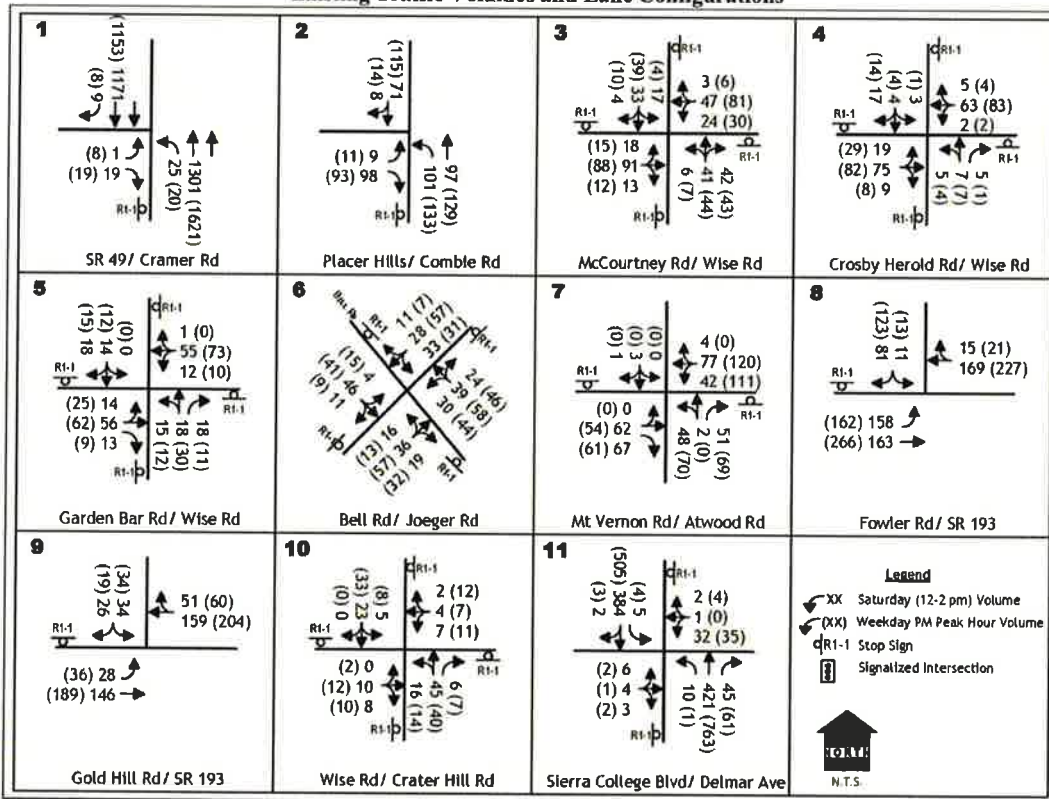
Unshifted Count - All Vehicles & Uturns																						
	SR 49 Southbound					Lone Star Rd Westbound					SR 49 Northbound					Lone Star Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Total	Uturns Total
9:00	1	236	2	0	239	6	0	3	0	9	6	139	4	0	149	3	0	12	0	15	412	0
9:15	5	233	1	0	239	5	2	2	0	9	3	149	1	0	153	1	1	8	0	10	411	0
9:30	1	247	1	0	249	14	0	2	0	16	4	188	7	0	199	0	0	8	0	8	470	0
9:45	1	307	0	0	308	11	0	0	0	11	7	195	4	0	206	3	0	6	0	9	534	0
Total	8	1023	4	0	1035	36	2	7	0	45	20	671	16	0	707	7	1	32	0	40	1827	0
10:00	3	293	1	0	297	9	0	2	0	11	3	225	2	1	231	0	0	11	0	11	550	1
10:15	0	343	4	0	347	8	0	6	0	14	5	186	7	0	208	2	1	9	0	12	581	0
10:30	2	304	1	0	307	13	1	3	0	17	5	239	7	0	251	0	0	11	0	11	588	0
10:45	0	356	4	0	360	9	0	1	0	10	9	238	4	1	253	1	0	9	0	10	633	1
Total	5	1296	10	0	1311	39	1	12	0	52	22	899	20	2	943	3	1	40	0	44	2350	2
Grand Total	13	2319	14	0	2346	75	3	19	0	97	42	1570	36	2	1650	10	2	72	0	84	4177	2
Approach %	0.6%	98.8%	0.6%	0.0%		77.3%	3.1%	19.6%	0.0%		2.5%	95.2%	2.2%	0.1%		11.9%	2.4%	85.7%	0.0%			
Total %	0.3%	55.5%	0.3%	0.0%		1.6%	0.1%	0.5%	0.0%		1.0%	37.6%	0.8%	0.0%		0.2%	0.0%	1.7%	0.0%		2.0%	100.0%

SR 49 Southbound					Lone Star Rd Westbound					SR 49 Northbound					Lone Star Rd Eastbound						
AM PEAK HOUR	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	LEFT	THRU	RIGHT	UTURNS	APP TOTAL	Total
Peak Hour Analysis From 10:00 to 11:00																					
Peak Hour For Entire Intersection Begins at 10:00																					
10:00	3	293	1	0	297	9	0	2	0	11	3	225	2	1	231	0	0	11	0	11	550
10:15	0	343	4	0	347	8	0	6	0	14	5	196	7	0	208	2	1	9	0	12	581
10:30	2	304	1	0	307	13	1	3	0	17	5	239	7	0	251	0	0	11	0	11	588
10:45	0	356	4	0	360	9	0	1	0	10	9	238	4	1	253	1	0	9	0	10	633
Total Volume	5	1296	10	0	1311	39	1	12	0	52	22	899	20	2	943	3	1	40	0	44	2350
% App Total	0.4%	98.9%	0.6%	0.0%		75.0%	1.9%	23.1%	0.0%		2.3%	95.2%	2.1%	0.2%		6.8%	2.3%	90.9%	0.0%		
PHF	.417	.910	.625	.000	.910	.750	.250	.500	.000	.765	.811	.940	.714	.500	.932	.375	.250	.909	.000	.917	.928

Traffic Counts from Winery TIS for Saturday and Weekday:

DRAFT EIR
WINERY AND FARM BREWERY ZONING TEXT AMENDMENT PROJECT
APRIL 2019

Figure 10-3
Existing Traffic Volumes and Lane Configurations



Source: KD Anderson & Associates, Inc., 2019.

TRAFFIC ENGINEERING REVIEW AND FINDINGS RE: HIDDEN FALLS SEIR TRAFFIC STUDY

WINERY Traffic Study	Hidden Falls SEIR
<p>1</p> <p>SR 49/ Cramer Rd</p>	<p>2</p> <p>SR 49/ Cramer Rd</p>

Note how these volumes are exactly the same for Cramer Rd/ SR 49. However, weekday numbers in the Winery TIS said it was for Thursday, and the HF SEIR said it was for a Friday.

-----Original Message-----

From: Vera Weddle <weddlefch_vera@yahoo.com>
Sent: Wednesday, May 13, 2020 4:36 PM
To: Cindy Gustafson <cindygustafson@placer.ca.gov>
Cc: Kelly McCaughna <KMcCaughna@placer.ca.gov>; Placer County Board of Supervisors <BOS@placer.ca.gov>
Subject: [EXTERNAL] Hidden Falls Reg. Pk, Trails

It appears our county leaders haven't a clue what the impact will be to all residents of Bell Rd and connecting areas, even though locals have been sharing their concerns since this problem came to be.

Prior to 1975, we lived on Mt. Vernon Rd., Hastings Lane to be exact. Mears Rd. was right up the road, a peaceful, quiet area! We know people who still live there, and they are angry about this whole mess, to say the least.

Wild Fires - we already have problems w/Fire insurance availability for our homes, and we are careful to protect our property. When a fire occurs- will everyone get out safely on our narrow, twisty, winding roads??

Traffic - some days Bell Rd. is very busy. You have to be careful leaving your driveway. With a downhill turn on one side of your property and an uphill turn on the other, and there are lots along this road, you take your life in your hands. And some go too fast for conditions.

No shoulders for hikers or bikers to move over. Hidden Falls access certainly will not improve safety for all.

Please include this letter as part of Public record.

Thank you, from residents of 45 years on Bell Rd.

James & Vera Weddle
5150 Bell Rd.
Auburn CA 95602

Sent from Yahoo Mail. Get the app

POSWALL
WHITE
&
BRELSFORD
A LAW CORPORATION

R. PARKER WHITE
WILLIAM L. BRELSFORD, JR.
JOSEPH A. ANDROVICH

JOHN M. POSWALL
of counsel

PLANNING DIVISION and BOARD OF SUPERVISORS
3091 County Center Drive
Auburn, Ca. 95603

NOTICE OF DANGEROUS CONDITION OF PUBLIC PROPERTY
GOV'T. CODE ... GARDEN BAR ROAD...HIDDEN FALLS REGIONAL PARK

Dear persons:

In response to your request for comments on the Hidden Falls Regional Park, let me first say I have no objection to the park. However, everyone living on Garden Bar Rd. knows that our road cannot accommodate any more traffic. Most of us have been in at least one accident already due to the narrow and curviness of the road.

Now you propose to put traffic far beyond what it currently in use by homeowners to include untold numbers of vehicles including those with trailers to accommodate equestrian use of the park. This is a recipe for disaster UNLESS GARDEN BAR, NORTH OF MT. PLEASANT IS WIDENED AS PART OF THIS PROJECT.

As a retired attorney who has successfully sued governmental entities for dangerous conditions of roads, I want this letter to remain on file as NOTICE to the County of the dangerous condition you are knowingly creating. As a resident who uses this road, I can assure you everyone in the area knows, as your planning department does, of this danger you are creating.

John M. Poswall
Wilson Town Road

RECEIVED

SEP 17 2020

CDRA - Planning

To: Placer County Planning Commission
From: Curt and Jane Wurst, *Protect Rural Placer*
Date: September 8, 2020
Re: Ride-along Tour of the Hidden Falls Expansion area

Hello Sam, Nathan, Richard, Jeff, Anders, Larry and Wayne,

The NOTICE OF AVAILABILITY OF THE HIDDEN FALLS ENVIRONMENTAL IMPACT REPORT came out Friday, September 4. It indicated that the project would go before the Planning Commission (no date given).

Knowing that you will be faced with a critical decision, Protect Rural Placer believes it is vital that you have as much information as possible about the Project. The Hidden Falls Expansion Project poses huge public safety issues as well as costly fiscal impacts.

We (Curt and Jane Wurst) would like to take each of you individually on a ride-along tour, so that we can show you a few significant areas that will be considerably impacted, and yet aren't adequately addressed in the SEIR or by the Parks Department. They are:

1. **Auburn Valley Road and Curtola Ranch Road**, lead to the Harvego Preserve and proposed parking lot. These are private roads, maintained by the AVPOA and Auburn Valley Country Club. The County, though asked decades ago to assume some responsibility for the roads, chose not to. Now they believe they can utilize the roads for public access into a county park and trail network, the expanded HFRP. These legal issues have not been resolved.
2. **Country Club Lane** is a private road off of Bell Road. Along with the Big Hill Property owners there is a road association that maintains the road and the locked security gate up into the Big Hill community. The proposed trail system provides access into this gated community which is illegal. These legal issues have not been resolved.
3. **Big Hill properties/homes** sit in the middle of the proposed 2,700-acre trail expansion. By allowing thousands of hikers, cyclists and equestrians up on Big Hill trails it will open up Big Hill residents to increased wildfire danger, illegal trespassing, vandalism, theft and altercations. Curt has access into this gated community since we run cattle up there.
4. **Orr Creek Lane** is a NID road off Bell Road, that connects with the Taylor Preserve and is near the proposed Twilight Ride parking lot and trailhead. It will become a site of free and illegal entry, which will quickly go viral on social media. We live on Orr Creek Lane and over the past 5+ years there are weekly trespassers that drive down Orr Creek Lane to access the Taylor Preserve or to swim in the creek (on private property). Multiple trail websites and GPS indicate there are already trails on the Taylor Preserve. The 4 residents on Orr Creek Lane will constantly be dealing with illegal parking, trespassing, crime and altercations.
5. **Bell Road, Cramer Road, Lone Star Road and Garden Bar Road** all have blind hairpin curves. By increasing the traffic and adding in horse trailers and cyclists there will be significant traffic safety issues.
6. **Evacuation on all these roads**, even with current traffic, is an extreme concern for the residents.

We hope that you will feel as we do, that it is important for you to see first-hand what we are concerned about. Please call us at your earliest convenience to set up a time for a ride-along tour. It takes about 90 minutes. Our home phone: 530 885-3936.

Thank you for your service to our County and for going the extra mile to be well informed.

Curt and Jane Wurst